TECHNICAL REPORT #99-10

June 27, 1999

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1999 STATEWIDE TRANSPORTATION TRACKING STUDY:

RESULTS AND TECHNICAL REPORT

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1999 STATEWIDE TRANSPORTATION TRACKING STUDY

CHAPTER 1

METHODS AND PROCEDURES

OVERVIEW

The 1999 Statewide Transportation Tracking Study was conducted for the Minnesota Department of Transportation. Data collection was conducted from February to April 1999 by the Minnesota Center for Survey Research at the University of Minnesota. This is the first time it has been conducted as a single-topic survey; in the past it was included as one component in the Minnesota State Survey, a statewide omnibus survey that included questions about a variety of topics. The eight categories of questions were: customer satisfaction measures, feelings of safety, public transit, trip to work measures, telecommuting, bicycling, walking and Minnesota's blood alcohol concentration law.

A total of 801 telephone interviews were completed. The overall response rate was 49% and the cooperation rate was 56%. These are low response and cooperation rates, but are similar to those obtained on the most recent Minnesota State Survey. Declining response rates are a national concern for survey research organizations, and are due at least in part to increases in the total number of survey projects conducted by all organizations.

The survey sample consisted of households selected randomly from all Minnesota telephone exchanges. Selection procedures guaranteed that every telephone household in the state had an equal chance to be included in the survey, and that once the household was sampled every adult had an equal chance to be included. No more than one time in twenty should chance variations in the sample cause the overall 1999 Statewide Transportation Tracking Study results to vary by more than 3.5 percentage points from the answers that would be obtained if all Minnesota residents were interviewed.

Since the individuals who participated in the Statewide Transportation Tracking Study were randomly selected from the population of Minnesota, the survey results can be generalized to the entire state. These generalizations can be made either to households, using the unweighted data file, or to individuals, using the weighted data file as the source of the percentages. The questionnaire and results presented in Chapter 4 of this report are based on the weighted computer data file and all percentages presented there generalize to individuals.

As in all public opinion surveys, the results are also subject to other types of error associated with telephone data collection procedures. One general type of error is sampling error, and includes the systematic exclusion of households without telephones. The other general type of error is non-sampling error, and includes such things as question wording and question order.

OBJECTIVES

The Statewide Transportation Tracking Study has two basic objectives. The first and most important of these is to obtain useful and technically sound information for researchers and policy decision-makers about the characteristics, attitudes, and behaviors of Minnesota residents. Such information is potentially relevant to a multitude of needs, including market analysis, needs assessment, project evaluation, and organizational planning.

The second objective is to develop an ongoing social monitoring capability for the state of Minnesota. Because the survey has been an annual event since 1984, it provides the means to maintain an updated statewide database and to monitor change in this database over the course of time.

SURVEY TOPICS

The 1999 Statewide Transportation Tracking Study was conducted for the Minnesota Department of Transportation. This is the first time it has been conducted as a single-topic survey; in the past it was included as one component in the Minnesota State Survey, a statewide omnibus survey that included questions about a variety of topics. In addition, it had previously been conducted in the Fall, and the responses to some questions may be influenced by the time of year that they were asked.

The eight categories of questions in the Statewide Transportation Tracking Study were: customer satisfaction measures, feelings of safety, public transit, trip to work measures, telecommuting, bicycling, walking and Minnesota's blood alcohol concentration law.

1) **Customer Satisfaction Measures** gauged satisfaction with the time it takes to travel to the places you want to go, snow and ice removal along major highway routes, driving or riding through highway construction areas during the past summer in Minnesota, and information available about winter driving conditions, road construction or maintenance delays, and delays caused by congestion or accidents both before traveling and after starting to travel.

2) Questions about **Feelings of Safety** assessed how safe Minnesotans felt when driving or riding through highway construction areas this past summer, being on the road with other drivers, and using the actual highways themselves. Those who said they felt somewhat or very unsafe with the other drivers or when using the highways themselves were asked what it was about the other drivers or the highways that made them feel unsafe.

3) There were three **Public Transit** questions. The first question asked about satisfaction with the availability of public transit in the community. Those who were somewhat or very dissatisfied were asked what it was about the availability of public transit that made them feel dissatisfied. Finally, those in households with two or more operating vehicles were asked how likely they would be to reduce the number of vehicles in their household if dependable public transportation were available to take them to some of the places that they wanted to go.

4) A large section of the questionnaire was devoted to **Trip to Work Measures**. The first group of questions established the work status of the respondent, and those who were working were asked if their regular workplace was at home. Those who commuted to their normal workplace were asked: how many days Monday through Friday they traveled to work; how they normally got to work; and how many days Monday through Friday they used their normal transportation method to get to work. Another set of questions asked if they had used any other transportation method to get to work in the past twelve months and how many times they had used each method.

   The next group of questions focused on commuting to and from work. These asked if the respondents traveled to work during the morning peak hours between 6 a.m. and 9 a.m., how far they traveled one-way to work, how many minutes it normally takes to get to work, how often the respondent could predict their trip time to work, and finally, how satisfied they were with the time it took to get to work. Similar questions focused on the trip home from work. These asked if the respondents traveled to work during the afternoon peak hours between 3 p.m. and 6 p.m., how many minutes it normally takes to get home from work, how often the respondent could predict their trip time home from work, and finally, how satisfied they were with the time it took to get home from work.

   Additional questions asked about how the respondents got to work at different times of the year. Specific possibilities included bicycling, walking, running or skating, telecommuting from home or a satellite location, carpooling or vanpooling, riding the bus, riding a motorcycle, and driving alone. First, respondents were asked how many days a week they used each of these methods to get to work during the cold weather months, from October through March. If there was a difference in how they got to work during the warm weather months, from April through September, they were then asked how often they used each of these methods to get to work during the warm weather months.

5) The **Telecommuting** questions asked those whose normal workplace was outside of the home whether they worked at home some days instead of commuting to their normal workplace. Those who did work at home some days were asked how many days each week they did this, why they worked at home some days, and whether they used equipment such as a fax, computer, or modem at home for their work.

Those whose normal workplace was outside of the home were also asked if they worked at a satellite location some days instead of commuting to their normal workplace. Those who did work at a satellite location some days were asked how many days each week they did this, and why they worked at a satellite location some days.

Last, those did not currently work at home or at a satellite location were asked if they had worked from home or a satellite location in the past five years and why they are no longer doing it.

6) The **Bicycling** questions were new this year. The first group of questions concerned bicycling to work. Respondents were asked if they lived close enough to work that they would consider commuting to work by bicycle even occasionally. If they would consider biking to work, they were asked how different facilities might increase the likelihood that they would bike to work. These facilities included: secure bike storage at work; showers and lockers at work; bike lanes on roadways; separate bike paths; more "share the road" signs; bike racks on buses; more information on how to commute by bicycle; and snow and ice removal from trails in the winter.

Respondents were then asked if they ever ride a bike to a specific destination such as a grocery store, library, or restaurant instead of driving to that destination. Those who said they did bike to such destinations were asked how often they did such biking and about how far they typically rode their bikes one way to their destination.

A series of questions asked them how comfortable they felt riding a bicycle in different situations including riding in marked lanes on roadways, on multi-use paved paths separate from roads, on road shoulders, on roads marked with "bike trail" or "share the road" signs but no bike lane designation, and on sidewalks. Following that, a series of questions asked how different conditions would increase the likelihood of biking to a specific destination or biking to a destination more often. These conditions included: more and better bike trails, slower traffic, safer bike crossings, and better snow and ice removal on trails. Those who did not ever bike to a specific destination were asked if they would consider biking to a specific destination even a few times a year. Those who said they would consider biking to a destination were asked how those same conditions would increase their likelihood of biking.

7) Also new this year were **Walking** questions, which concerned walking to a specific destination instead of driving to that destination. Respondents were asked if they walked to a specific destination such as a grocery store, library, or restaurant instead of driving. Those who said they did walk to such destinations were asked how often they took such walks and about how far they typically walked to their destination.

Following that, a series of questions asked how different conditions would increase the likelihood of walking to a specific destination or walking to a destination more often. These conditions included: more and better sidewalks, slower traffic, safer crosswalks, and better snow and ice removal on sidewalks. Those who did not ever walk to a specific destination were asked if they would consider walking to a specific destination even a few times a year. Those who said they would consider walking to a destination were asked how these same conditions would increase their likelihood of walking.

8) The last topic was **Minnesota's Blood Alcohol Concentration Law**. The first question asked whether the respondent thought the Minnesota state law should stay as it is with a blood alcohol concentration of .10 or whether the law should be changed to .08. This question had been asked by another organization on the 1997 Minnesota State Survey. The second question asked if the respondent thought reducing the legal blood alcohol concentration would reduce the number of crashes.

SAMPLING DESIGN

The survey sample consisted of households selected randomly from all Minnesota telephone exchanges. The random digit telephone sample was acquired from Survey Sampling, Inc. of Fairfield, Connecticut. Known business telephone numbers were excluded from this sample. In addition, the selected random digit telephone numbers were screened for disconnects, by using a computerized dialing protocol which does not make the telephone ring, but which can detect a unique dial tone that is emitted by some disconnected numbers. Evidence of the integrity of the sampling frame and the survey procedures is given in a later section of this chapter (Evaluation of the Sample).

Selection of respondents occurred in two stages: first a household was randomly selected, and then a person was randomly selected for interviewing from within the household. The selection of a person within the household was done using the Most Recent Birthday Selection Method, a sample of which appears in the introduction (See Appendix E: Administrative Forms). These selection procedures guaranteed that every telephone household in the state had an equal chance to be included in the survey, and that once the household was sampled every adult had an equal chance to be included.

INTERVIEWING

The 1999 Statewide Transportation Tracking Study was a survey of adults, age 18 and over, who reside in Minnesota. Data collection was conducted from February 20 to April 29, 1999 by the Minnesota Center for Survey Research (MCSR) at the University of Minnesota. The Market Solutions Group, a data collection subcontractor, completed a small number of interviews between April 20 and April 27. Computer Assisted Telephone Interviewing (CATI) was the data collection technology used for this project.

Interviewer Selection

MCSR interviewers were students at the University of Minnesota. They were selected for their communication skills, were trained for this project, and were supervised closely in their work.

Training of Interviewers

Training of interviewers at MCSR was conducted in three phases. In the first phase, new interviewers were required to attend an initial training session during which they were given basic instructions in survey interviewing. In the second phase, interviewers attended a training session that covered survey procedures and policies for this project and review of the actual survey questionnaire. For the final phase of training, before beginning the telephone survey, each interviewer had a practice session with a supervisor or other MCSR staff member, followed by a fully-monitored pilot interview with a randomly selected respondent.

In addition, as an employment requirement, all interviewers were required to read and sign a statement of professional ethics that contains explicit guidelines about appropriate interviewing behavior and confidentiality of respondent information. A copy of this statement is included in Appendix E.

Twenty-one MCSR interviewers and seven interviewers at the Market Solutions Group collected data for this survey. All of the MCSR interviewers had worked on at least two other telephone surveys at MCSR before their involvement in this project.

Computer Assisted Telephone Interviews

This project used the Ci3 System for Computer Interviewing, from Sawtooth Software. With minimal editing, data were available immediately after completion of data collection.

To conduct interviews using CATI, each interviewer uses a microcomputer, which displays questions on the computer screen in the proper order. The interviewer wears a headset and has both hands free for entering responses into the computer via the keyboard. Responses are entered as numbers, such as "1" for yes and "2" for no.

Ci3 also allows the computer to present specified questions in random order. This is particularly useful when asking respondents about a series of items with the same response categories. Randomization in CATI is governed by respondent number. The following survey questions were randomized:

> Satisfaction with information available before traveling (Q5a to Q5c); and
> Satisfaction with information available after starting to travel (Q6a to Q6c).

Supervision

Interviewers were supervised throughout the data collection process. Supervisory responsibilities included distributing new phone numbers and scheduled appointments, reviewing completed questionnaires for errors and omissions, maintaining a Master Log of completed interviews, and monitoring interviews.

Monitoring

The silent entry monitoring system utilized at MCSR enabled supervisors to listen to interviews and provide immediate feedback to interviewers regarding improvements in interviewing quality. This system allowed the monitor to hear both the interviewer and the respondent during the survey. Interviewers whose performance was not satisfactory were re-evaluated on subsequent shifts. During this project, all of the MCSR interviewers and 21 percent of the MCSR interviews were monitored.

Operations

Interviews were conducted by telephone from the phone bank located at MCSR. The interviewing was organized into evening and daytime shifts during weekdays and weekends. The Market Solutions Group interviews were conducted by telephone from a phone bank located at their Richfield facility.

Telephone numbers to be called were recorded on contact record forms, and were distributed to interviewers at the beginning of each shift. The disposition of each attempt to complete an interview was recorded on these contact records. Each telephone number in the sample continued to be called until it had been attempted at least six times without success or until data collection ended on April 29.

The back of each contact record contained two forms: (1) a refusal form for recording relevant information about those respondents refusing to participate in the interview, and (2) a callback form for scheduling future interview appointments. The refusal form included entries for the respondents' reasons for declining to participate in the study, the arguments used by the interviewer to encourage participation, and the point at which termination of the interview occurred. The appointment form required the interviewer to specify the date and time of the scheduled appointment, the name of the targeted respondent (if selected), and whether the appointment was firm, probable, or uncertain.

For each call made, interviewers recorded the date, time, and disposition of the call as well as their interviewer ID number. Copies of the contact records and explanations for all possible disposition codes are included in Appendix E.

Open-ended responses were typed, verbatim, directly into the computer. In addition, interviewers were instructed to use a special "comment sheet" to record any incidents of repeating questions or categories, miscellaneous ad libs by respondents, and any problems they encountered during the interview. This information was also attached to the contact record.

Completed interviews were recorded directly onto computer diskettes and removed from the computers at the end of each day by the supervisors. The contact record for each completed survey was then assigned a unique identification number in the Master Log. The CATI identification number, telephone number, and other pertinent information also were recorded in the Master Log. All contact records were returned to the supervisor at the end of the shift.

Answering Machine Messages

The sample for this study included many households with answering machines. Interviewers were instructed to leave a message stating they were calling from the University of Minnesota, and they would be calling back; or the respondent could call MCSR to participate in the study. A copy of the answering machine message is included in Appendix E.

Verification

To verify that respondents were in fact interviewed, every twentieth respondent was selected from the master log and called back by a shift supervisor. Five percent of the respondents were contacted for verification and all confirmed that they had been interviewed.

Refusal Conversion

Many initial refusals were recontacted by an interviewer. Eight percent of the completed interviews had initially been refusals, and were completed when they were subsequently recontacted.

MANAGEMENT OF THE DATA

Coding Open-Ended Questions

As many questions as possible were pre-coded. All open-ended coding was done by trained coders under the supervision of the project manager. Open-end categories were approved prior to coding by Chris McMahon of the Minnesota Department of Transportation.

Data Cleaning

After the data were transferred from the Ci3 file to an SPSS file, a systematic examination was conducted to remove data entry errors. Data cleaning involved using a computer program to evaluate each case for variables with out-of-range values. In addition, the file was examined manually to identify cases with paradoxical or inappropriate responses.

EVALUATION OF THE SAMPLE

Completion Status

A total of 801 telephone interviews were completed for the Statewide Transportation Tracking Study (see Table 1). Of these, 733 were completed by MCSR and 68 were completed by the Market Solutions Group. An additional 374 individuals refused to participate, and 244 telephone numbers were still active when interviewing was terminated. The remainder of the sample was categorized as follows: 171 potential respondents were unreachable during six or more attempted contacts and 37 individuals were not able to complete the survey because of physical or language problems. In addition, 1,043 telephone numbers were eliminated: 366 because they were not home telephone numbers, 375 because they were not working numbers, and 302 because they were disconnected numbers identified by the Survey Sampling screening service. The overall response rate for the survey was 49% and the cooperation rate was 56%, based on formulas specified by the American Association for Public Opinion Research.

These are low response and cooperation rates, but are similar to those obtained on the most recent Minnesota State Survey. Declining response rates are a national concern for survey research organizations, and are due at least in part to increases in the total number of survey projects conducted by all organizations.

TABLE 1

FINAL OVERALL SAMPLE STATUS
1999 STATEWIDE TRANSPORTATION TRACKING STUDY

Status	Number	Percent
Completed survey	801	30%
Refusal	374	14%
Active	244	9%
6 or more attempted contacts	171	6%
Physical/Language problem	37	1%
Eliminated:		
Not a home phone	366	14%
Not a working number	375	14%
SSI disconnected number	302	11%
TOTAL	2,670	99%

$$\text{RESPONSE RATE 1} = \frac{\text{Completions}}{\text{(Total - Eliminated)}} = 49\%$$

$$\text{COOPERATION RATE 3} = \frac{\text{Completions}}{\text{Potential Interviews*}} = 56\%$$

* Potential interviews are defined as all instances where contact was made with the selected person and are represented by the sum of the first three categories in Table 1.

Representativeness

The accuracy of the Statewide Transportation Tracking Study (STTS) can be evaluated by comparing selected characteristics of the survey respondents with 1990 data from the U.S. Census.

The geographic representation of the sample is compared to actual household distribution in the state of Minnesota (Tables 2 and 3). In addition to these geographic comparisons, gender and age comparisons based on the weighted data file are presented (Tables 4 and 5). The Census comparison for gender has been corrected for age, so that those percentages are based on the population 18 and over.

The percentage of households in each of the state development districts and regions was very close to the household distribution reported by the Census (Table 2 and Table 3, respectively).

TABLE 2

DISTRICT OF RESIDENCE COMPARISON OF STTS AND CENSUS DATA
(Household Units, Unweighted Data)

	STTS	1990 CENSUS
DISTRICT 1	1%	2%
DISTRICT 2	1%	1%
DISTRICT 3	9%	7%
DISTRICT 4	4%	4%
DISTRICT 5	3%	3%
DISTRICT 6E	3%	2%
DISTRICT 6W	1%	1%
DISTRICT 7E	2%	2%
DISTRICT 7W	6%	5%
DISTRICT 8	3%	3%
DISTRICT 9	5%	5%
DISTRICT 10	8%	9%
DISTRICT 11	53%	53%
TOTAL	99% (801)	97% (1,647,974)

Figure 1, on the following page, shows the Minnesota counties represented by each district.

FIGURE 1

MINNESOTA DEVELOPMENT REGIONS

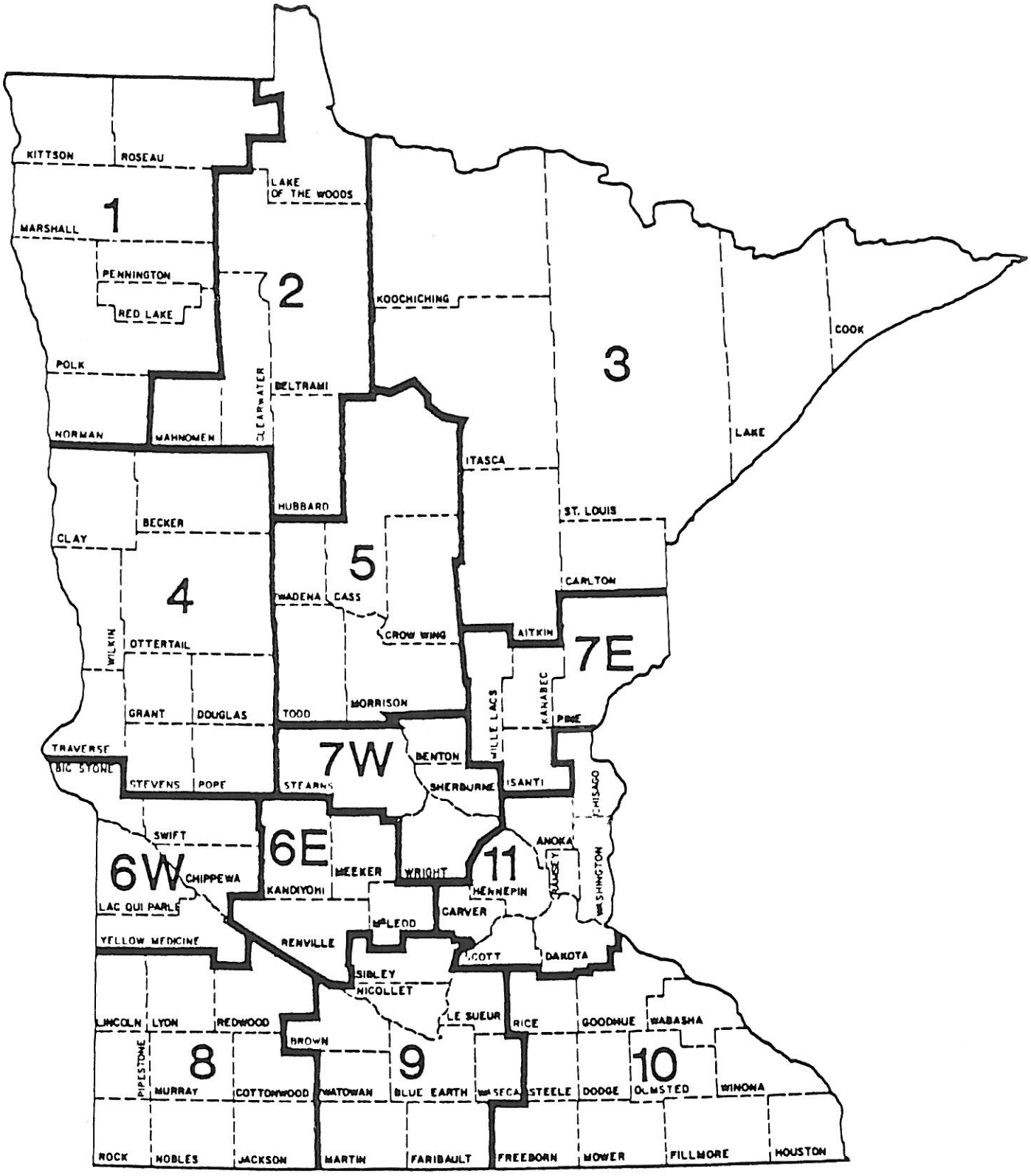

TABLE 3

REGION OF RESIDENCE COMPARISON OF STTS AND CENSUS DATA

(Household Units, Unweighted Data)

	STTS	1990 CENSUS
Northwest	3%	4%
Northeast	9%	7%
Central	19%	19%
Southwest	8%	8%
Southeast	8%	9%
Metro	53%	53%
TOTAL	100% (801)	100% (1,647,974)

Figure 2, below, shows the Minnesota counties represented by each region.

FIGURE 2

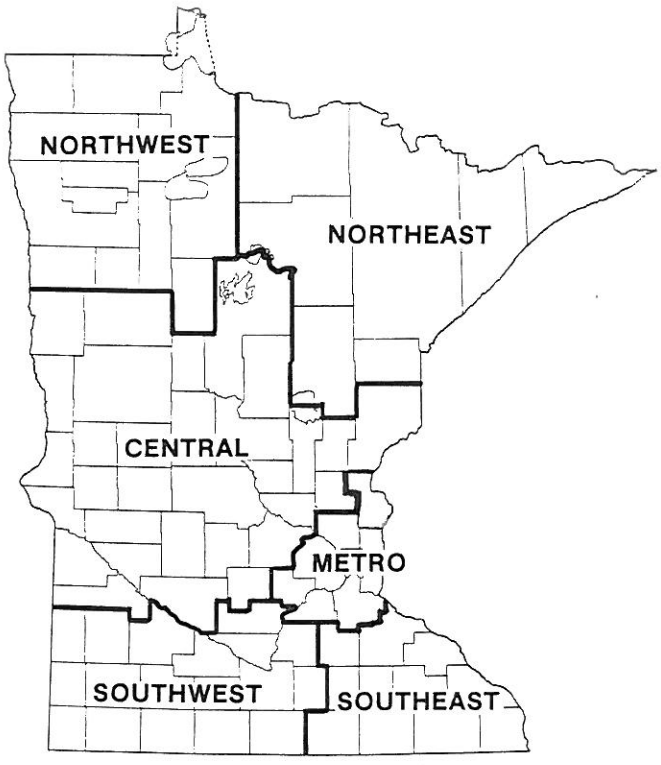

TABLE 4

GENDER COMPARISON OF STTS AND CENSUS DATA
(Weighted data)

	STTS	1990 CENSUS
Male	46%	48%
Female	54%	52%
TOTAL	100% (801)	100% (3,208,316)

The distribution of respondents by gender, based on the weighted data file, was similar to the individual distributions reported by the Census (Table 4). However, the proportion of respondents in various age categories does differ from the Census percentages (Table 5). The survey respondents include fewer individuals than would be expected in the younger age groups and include more individuals than would be expected in the 45 to 54 year old group.

Using these tables to evaluate the degree to which the Statewide Transportation Tracking Study sample matches the profile of individuals currently living in Minnesota shows that it is generally an adequate representation of Minnesota residents.

TABLE 5

AGE COMPARISON OF STTS AND CENSUS DATA
(Weighted data)

	STTS	1990 CENSUS
18 - 24	12%	14%
25 - 34	16%	24%
35 - 44	23%	21%
45 - 54	24%	13%
55 - 64	11%	11%
65 +	14%	17%
TOTAL	100% (786)	100% (3,208,316)

Generalizability of Results

Since the individuals who participated in the Statewide Transportation Tracking Study were randomly selected from the population of Minnesota, the survey results can be generalized to the entire state. These generalizations can be made either to households, using the unweighted data file, or to individuals, using the weighted data file as the source of the percentages.

The questionnaire and results presented in Chapter 4 of this report are based on the weighted computer data file and all percentages presented there generalize to individuals. Each percentage point in the Statewide Transportation Tracking Study represents approximately 32,083 individuals, since there are an estimated 3,208,316 adults in Minnesota.

SAMPLING ERROR

The margin of error for a simple random sample of the size of the 1999 Statewide Transportation Tracking Study is plus or minus 3.5 percentage points, when the distribution of question responses is in the vicinity of 50 percent. This sampling error presumes the conventional 95% degree of desired confidence, which is equivalent to a "significance level" of .05. This means that no more than one time in twenty should chance variations in the sample cause the overall results to vary by more than 3.5 percentage points from the answers that would be obtained if all Minnesota residents were interviewed.

The distribution of sample responses is represented by the proportion of people responding to any question with a particular answer. For a sample size of 800 and a 50/50 distribution of question responses, the sampling error is 3.5 percentage points. A more extreme distribution of question responses has a smaller error range. Suppose that 80% of the respondents answer "Yes" and 20% say "No." The sampling error in this case would be 2.8 percentage points (see Table 6 on the following page). That is, each percentage would have a range of plus or minus 2.8 percentage points.

The importance of sample size in estimating sampling error also needs to be mentioned since some of those using the data will be interested in subgroups, and not always the total sample of 801 completed interviews. Essentially, the margin of sampling error is larger for responses of subgroups. For example, for a subgroup of 200 persons the sampling error may be as high as plus or minus 6.9 percentage points.

As in all public opinion surveys, the results are also subject to other types of error associated with telephone data collection procedures. One general type of error is sampling error, and includes the systematic exclusion of households without telephones. The other general type of error is non-sampling error, and includes such things as question wording and question order.

TABLE 6

SAMPLING ERROR (IN PERCENTAGE POINTS) BY DISTRIBUTION OF QUESTION RESPONSES AND SAMPLE SIZE

Distribution of Question Responses (percent)	Size of Sample (N) 800	600	400	200	100
50/50	3.5	4.0	4.9	6.9	9.8
60/40	3.4	3.9	4.8	6.8	9.6
70/30	3.2	3.7	4.5	6.4	9.0
80/20	2.8	3.2	3.9	5.5	7.8
90/10	2.1	2.4	2.9	4.2	5.9

CHAPTER 2

DEMOGRAPHIC PROFILE OF THE SAMPLE

The purpose of this chapter is to briefly describe the 1999 Statewide Transportation Tracking Study sample according to its demographic characteristics. In addition to variables which are reported here as raw survey results, certain variables have been constructed for the convenience of the user, such as household income and household work status. (It should be noted that while the category labels for household income are not mutually exclusive, actual practice is to record incomes in the higher category. For example, a respondent who reported a household income of exactly $10,000 would be recorded in the category "$10,000 to $15,000".) The definitions for the construction of these variables can be found in Appendix C. The first six variables describe characteristics of the respondent, while the remaining variables are characteristics of the household.

AGEMD AGE OF RESPONDENT, GROUPED

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
18 - 24	1	97	12.2	12.4	12.4
25 - 34	2	127	15.9	16.2	28.6
35 - 44	3	181	22.6	23.0	51.6
45 - 54	4	188	23.5	23.9	75.5
55 - 64	5	85	10.6	10.8	86.3
65 and older	6	108	13.4	13.7	100.0
DK/RA	99	15	1.9	Missing	
	Total	801	100.0	100.0	

Valid cases 786 Missing cases 15

RACE RACE OF RESPONDENT

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
White	1	743	92.8	94.5	94.5
Black	2	13	1.6	1.6	96.1
Other	3	31	3.8	3.9	100.0
DK/RA	9	14	1.8	Missing	
	Total	801	100.0	100.0	

Valid cases 787 Missing cases 14

GENDER RESPONDENT'S GENDER

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Male	1	373	46.5	46.5	46.5
Female	2	428	53.5	53.5	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

EDUC RESPONDENT'S LEVEL OF EDUCATION

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less than HS	1	10	1.3	1.3	1.3
Some HS	2	33	4.1	4.1	5.4
HS graduate	3	213	26.6	26.8	32.2
Some tech school	4	23	2.8	2.9	35.1
Tech school grad	5	46	5.8	5.8	40.9
Some college	6	179	22.4	22.5	63.4
College graduate	7	191	23.8	23.9	87.3
Postgrad/prof degree	8	101	12.6	12.7	100.0
DK/RA	99	5	.6	Missing	
	Total	801	100.0	100.0	

Valid cases 796 Missing cases 5

MARSTAT MARITAL STATUS OF RESPONDENT

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Married	1	522	65.2	65.5	65.5
Single	2	163	20.4	20.5	86.0
Divorced	3	68	8.5	8.5	94.5
Separated	4	3	.4	.4	94.9
Widowed	5	40	5.0	5.1	100.0
DK/RA	9	5	.6	Missing	
	Total	801	100.0	100.0	

Valid cases 796 Missing cases 5

WKSTATUS WORK STATUS OF RESPONDENT

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Worked full time	1	485	60.5	61.2	61.2
Worked part time	2	112	14.0	14.2	75.4
Unemployed	3	11	1.4	1.4	76.7
Student	4	18	2.2	2.2	79.0
Retired	5	124	15.4	15.6	94.6
Homemaker	6	43	5.4	5.4	100.0
DK/RA	9	9	1.1	Missing	
	Total	801	100.0	100.0	

Valid cases 792 Missing cases 9

HHCOMP HOUSEHOLD COMPOSITION

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Married, kids	1	273	34.1	34.3	34.3
Married, no kids	2	249	31.0	31.2	65.5
Single parent	3	91	11.3	11.4	76.9
Single, no kids	4	184	22.9	23.1	100.0
DK/RA	9	5	.6	Missing	
	Total	801	100.0	100.0	

Valid cases 796 Missing cases 5

HHSIZE HOUSEHOLD SIZE

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
One person	1	77	9.6	9.6	9.6
Two people	2	268	33.4	33.5	43.1
3 or 4 people	3	329	41.0	41.2	84.3
5 or more people	4	126	15.7	15.7	100.0
DK/RA	9	2	.3	Missing	
	Total	801	100.0	100.0	

Valid cases 799 Missing cases 2

NADULTS NUMBER OF ADULTS IN HOUSEHOLD

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	106	13.3	13.3	13.3
	2	502	62.7	62.7	76.0
	3	126	15.7	15.7	91.7
	4	48	5.9	5.9	97.6
	5	13	1.6	1.6	99.2
	6	6	.8	.8	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

NKIDS NUMBER OF CHILDREN IN HOUSEHOLD

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	437	54.6	54.6	54.6
	1	135	16.8	16.8	71.4
	2	153	19.1	19.1	90.5
	3	58	7.2	7.2	97.7
	4	12	1.6	1.6	99.3
	5	5	.6	.6	99.9
	7	1	.1	.1	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

INCOME HOUSEHOLD INCOME

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Under $5,000	1	8	1.0	1.2	1.2
$5 to 10,000	2	17	2.1	2.6	3.8
$10 to 15,000	3	23	2.8	3.5	7.3
$15 to 20,000	4	26	3.2	4.0	11.3
$20 to 25,000	5	33	4.1	5.1	16.5
$25 to 30,000	6	32	4.0	5.0	21.4
$30 to 35,000	7	21	2.6	3.2	24.7
$35 to 40,000	8	67	8.3	10.4	35.0
$40 to 50,000	9	94	11.7	14.5	49.6
$50 to 60,000	10	87	10.9	13.5	63.1
$60 to 70,000	11	75	9.4	11.6	74.7
$70 to 80,000	12	39	4.8	6.0	80.7
$80 to 90,000	13	37	4.6	5.7	86.4
$90,000 or more	14	88	10.9	13.6	100.0
DK/RA	99	156	19.5	Missing	
	Total	801	100.0	100.0	

Valid cases 645 Missing cases 156

CITY CITY WHERE RESPONDENT LIVES

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Minneapolis	1	54	6.7	6.8	6.8
St Paul	2	51	6.4	6.5	13.2
Other	3	689	86.0	86.8	100.0
DK/RA	9	7	.9	Missing	
	Total	801	100.0	100.0	

Valid cases 794 Missing cases 7

DDREGION DEVELOPMENT DISTRICT REGION

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
District 1	1	10	1.3	1.3	1.3
District 2	2	11	1.4	1.4	2.7
District 3	3	66	8.2	8.2	10.9
District 4	4	34	4.2	4.2	15.1
District 5	5	19	2.4	2.4	17.5
District 6E	6	21	2.7	2.7	20.1
District 6W	7	8	1.0	1.0	21.1
District 7E	8	14	1.8	1.8	22.9
District 7W	9	51	6.3	6.3	29.3
District 8	10	24	3.0	3.0	32.3
District 9	11	41	5.2	5.2	37.5
District 10	12	66	8.2	8.2	45.7
District 11	13	435	54.3	54.3	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

GEOREGN GEOGRAPHIC REGION OF MINNESOTA

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Northwest	1	21	2.7	2.7	2.7
Northeast	2	66	8.2	8.2	10.9
Central	3	148	18.4	18.4	29.3
Southwest	4	66	8.2	8.2	37.5
Southeast	5	66	8.2	8.2	45.7
Metro	6	435	54.3	54.3	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

METRO GREATER MN OR TWIN CITIES AREA

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Greater Minnesota	1	366	45.7	45.7	45.7
Twin Cities area	2	435	54.3	54.3	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

WGHT CASE-WEIGHTING FACTOR

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	.51777634131	106	13.3	13.3	13.3
	1.0355526826	502	62.7	62.7	76.0
	1.5533290239	126	15.7	15.7	91.7
	2.0711053652	48	5.9	5.9	97.6
	2.5888817065	13	1.6	1.6	99.2
	3.1066580478	6	.8	.8	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

CHAPTER 3

INSTRUCTIONS FOR USING THE QUESTIONNAIRE AND RESULTS

OBJECTIVES

The questionnaire and results (Chapter 4 of this report) for a survey data file serve three basic functions: (1) a record of the exact wording and order of the survey questions; (2) a report of the responses to those questions; and (3) documentation of the variable names, which are necessary to access the computer data file. The questionnaire and results section of this report is a copy of the questionnaire with the frequency distributions and percentages added to those questions which were pre-coded or closed-ended. Appendix A contains the responses to open-ended questions, while Appendix B shows the responses to continuous variables, such as year of birth. Appendix C provides the definitions for constructed variables which make many of these responses more useful, e.g. age group. The distributions for these constructed variables are presented in Chapter 2 of this report: Demographic Profile of the Sample. Appendix D contains the frequency counts for administrative variables, such as interview length. Finally, Appendix E contains copies of the administrative forms used for this survey.

INTERPRETING THE QUESTIONNAIRE RESULTS

Chapter 4 of this report contains a replica of the 1999 Statewide Transportation Tracking Study questionnaire. Two pieces of information have been added to this replica: question labels, and the response frequencies and percentages for each question. The questionnaire and response frequencies and percentages will be of major interest to most readers. The question labels, or variable labels, are useful documentation for those who wish to use a computer and the SPSS software package for more detailed analysis.

The questionnaire is an exact replica. This is important in order to know how questions were phrased, in what order they were asked, and when it was proper to skip certain questions. Interviewers were instructed to read these questions verbatim and to avoid giving their interpretations or opinions in any way. Two types of markings that appear on the survey form were not indicated to respondents: instructions to the interviewers, which are shown in parentheses, and section and survey labels, which are shown in bold type.

Below each question is printed a list of permissible answers and a code number for each answer. The interviewer was instructed to enter into the CATI program the code number of the answer given by the respondent. A new CATI questionnaire was used for each interview and was assigned a unique code number to identify the answers of each respondent. Question 36 in the demographics section of the survey provides a good example of this coding scheme. If a respondent reported being a homeowner, "1" would be entered into the computer for that question.

The responses to open-ended questions were entered verbatim into the CATI computer program for each survey. These responses were later either: (1) classified into categories by specially trained coders who entered a category number into the CATI coding program for those questions or (2) transcribed verbatim. The responses which were classified into categories are summarized in Appendix A.

Questions with continuous distributions, where many discrete answers are possible, were shown with open spaces below the question. Interviewers simply typed numbers, such as zip code and year of birth, into the CATI computer program. The responses to those questions are presented in Appendix B.

Missing Value Nomenclature

For all types of questions, two to three types of "missing" response categories exist: DK or don't know, RA or refused to answer, and NA or not applicable. The first two categories are self-explanatory and are always options for respondents. Not applicable is an option when some respondents were not required to answer a particular question. The code associated with each missing value category is indicated for each question in the survey.

Response Frequencies

The responses summed for all 801 respondents are shown in the first two columns below each question. The first of these columns shows the number of people in each response category: these should sum to 801, with some rounding error. The second number is the percentage response, adjusted to exclude the missing response categories.

For most analytical purposes, people will want these adjusted percentages. They were computed and presented here to meet that need. These adjusted percentages are less appropriate when used as a public opinion poll, for showing public support for policies. For example, if 15 percent of the respondents did not answer a question, but 55 percent of those who did answer supported a particular position, it is inappropriate to argue that the issue has majority support. In this example, only 47 percent of all people would actually be supportive. For policy choices, it may be more appropriate to show the percentage distribution of all 801 respondents.

Analysts should beware of using these adjusted percentages. Where the number of people not responding is large, the adjusted percentages will misrepresent public sentiment. Contact MCSR if you have any doubt which percentages to use.

One final comment: the frequencies shown here are "weighted" by the number of adults in the household as explained below. This technique introduces some rounding errors, so that the sum of the frequencies for a given question may not equal exactly 801.

VARIABLES PRESENTED IN APPENDICES

Open-Ended Variables

The results from the open-ended questions (what is it about other drivers that makes you feel unsafe, what is it about the roadways themselves that makes you feel unsafe, what is it about the availability of public transit that makes you dissatisfied, why do you work at home (home-based workers), why do you work at home (telecommuters), why do you work at a satellite location) are presented in Appendix A.

Continuous Variables

The results from questions which have continuous response distributions, such as zip code and year of birth, are presented in Appendix B.

Constructed Variables

Appendix C contains the operational definitions of the constructed variables for the convenience of the data file user. The distribution of these variables is presented in Chapter 2 of this report: Demographic Profile of the Sample. These constructed variables are contained in the SPSS data file along with all of the original variables.

Administrative Variables

The results from survey administration items, such as date of completion and interviewer ID, are presented in Appendix D.

VERBATIM RESPONSES

MCSR maintains records of verbatim responses. For open-ended questions, this record is in the CATI data file. A separate listing of responses is also created and maintained for most question answers which fall outside a permissible list and are coded as "other". These lists are available from the MCSR office upon request for most questions in the survey.

WEIGHTING OF DATA

The responses presented in the questionnaire and results section of this report and in the appendices have been weighted based upon the total number of adults living in the household.

The results for this type of survey are routinely weighted by the number of adults living in the household because telephone surveys tend to oversample people who live in single-individual households. Consequently, these individuals were downweighted by about 50% and all others upweighted accordingly to more accurately represent the distribution of adult members within households in the population of the state.

Weighted response distributions will differ slightly from unweighted distributions. The construction and activation of the weighting factor is described in Appendix C, under the variable "WGHT."

Q1. How satisfied are you with the TIME it takes you to travel to the places you want to go . . . very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

(IF DK, PROBE "In general, how satisfied . . .")

Freq	(%)		
313	(39)	1.	Very satisfied
412	(52)	2.	Somewhat satisfied
54	(7)	3.	Not very satisfied
20	(2)	4.	Not at all satisfied
1		8.	DK
2		9.	RA

Q2. How satisfied are you with snow and ice removal along major highway routes . . . very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

353	(44)	1.	Very satisfied
354	(45)	2.	Somewhat satisfied
64	(8)	3.	Not very satisfied
21	(3)	4.	Not at all satisfied
6		8.	DK
3		9.	RA

Q3. How SATISFIED have you been when driving or riding through highway construction areas THIS PAST SUMMER in Minnesota . . . very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

144	(19)	1.	Very satisfied
412	(55)	2.	Somewhat satisfied
147	(20)	3.	Not very satisfied
51	(7)	4.	Not at all satisfied
44		8.	DK
3		9.	RA

Q4. How SAFE have you felt when driving or riding through highway construction areas THIS PAST SUMMER in Minnesota . . . very safe, somewhat safe, somewhat unsafe, or very unsafe?

Freq	(%)		
295	(38)	1.	Very safe
354	(46)	2.	Somewhat safe
106	(14)	3.	Somewhat unsafe
14	(2)	4.	Very unsafe
29		8.	DK
3		9.	RA

Q5. How satisfied are you with the information available about (READ LIST) BEFORE you travel in a car on major highways . . . very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

		VERY SATIS 1	S/W SATIS 2	NOT VERY SATIS 3	NOT AT ALL SATIS 4	DK 8	RA 9	
____ a.	Winter driving conditions	365 (47)	331 (43)	54 (7)	21 (3)	27	2	Freq (%)
____ b.	Road construction or maintenance delays	176 (23)	376 (50)	162 (22)	38 (5)	45	5	
____ c.	Delays caused by congestion or accidents	174 (24)	337 (46)	163 (22)	60 (8)	56	12	

RANDOM START Q5: ___

Q6. How about AFTER you have started traveling in a car on major highways . . . how satisfied are you THEN with the information that had been available to you about (READ LIST) . . . very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

		VERY SATIS 1	S/W SATIS 2	NOT VERY SATIS 3	NOT AT ALL SATIS 4	DK 8	RA 9	
____ a.	Winter driving conditions	251	403	95	26	23	3	Freq
		(32)	(52)	(12)	(3)			(%)
____ b.	Road construction or maintenance delays	153	416	148	33	43	8	
		(20)	(56)	(20)	(4)			
____ c.	Delays caused by congestion or accidents	148	381	170	42	52	8	
		(20)	(51)	(23)	(6)			

RANDOM START Q6: ___

Q7. How safe do you feel being on the road with the other DRIVERS that use Minnesota's major highways . . . very safe, somewhat safe, somewhat unsafe, or very unsafe?

Freq	(%)			
81	(10)	1.	Very safe	(IF VERY SAFE, GO TO Q8)
368	(46)	2.	Somewhat safe	(IF SOMEWHAT SAFE, GO TO Q8)
279	(35)	3.	Somewhat unsafe	
74	(9)	4.	Very unsafe	
1		8.	DK (IF DK, GO TO Q8)	
0		9.	RA (IF RA, GO TO Q8)	

Q7a. (IF SOMEWHAT OR VERY UNSAFE) What is it about the other drivers that makes you feel unsafe?

(SEE APPENDIX A, PAGES A-2 TO A-4)

Q8. This time EXCLUDING other drivers, how safe do you feel using the actual highways themselves? For this question please consider all aspects of the highways including the roads themselves, the road conditions, the signs, the lights, and other features of the highway. Would you say you feel very safe, somewhat safe, somewhat unsafe, or very unsafe?

Freq	(%)			
282	(35)	1.	Very safe	(IF VERY SAFE, GO TO Q9)
452	(57)	2.	Somewhat safe	(IF SOMEWHAT SAFE, GO TO Q9)
62	(8)	3.	Somewhat unsafe	
2	(0)	4.	Very unsafe	
3		8.	DK	(IF DK, GO TO Q9)
1		9.	RA	(IF RA, GO TO Q9)

Q8a. (IF SOMEWHAT OR VERY UNSAFE) What is it about using the highways themselves that makes you feel unsafe?

(SEE APPENDIX A, PAGES A-5 TO A-6)

Q9. How satisfied are you with the availability of public transit in your community . . . very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

166	(27)	1.	Very satisfied	(IF VERY SATISFIED, GO TO Q10)
199	(33)	2.	Somewhat satisfied	(IF SOMEWHAT SATISFIED, GO TO Q10)
147	(24)	3.	Not very satisfied	
93	(15)	4.	Not at all satisfied	
163		8.	DK	(IF DK, GO TO Q10)
34		9.	RA	(IF RA, GO TO Q10)

Q9a. (IF NOT VERY OR NOT AT ALL SATISFIED) What is it about the availability of public transit that makes you dissatisfied?

(SEE APPENDIX A, PAGES A-6 TO A-7)

Q10. How many OPERATING vehicles are owned by members of your household?

(IF DK, RA, ZERO OR ONE, GO TO Q11)

(SEE APPENDIX B, PAGE B-3)

Q10a. (IF TWO OR MORE) If dependable public transit were available to take you to some of the places you want to go, how likely would you be to reduce the number of vehicles owned by your household . . . very likely, somewhat likely, not very likely, or not at all likely?

Freq	(%)		
48	(8)	1.	Very likely
92	(14)	2.	Somewhat likely
165	(26)	3.	Not very likely
333	(52)	4.	Not at all likely
2		8.	DK
2		9.	RA
159		.	NA

Q11. Did you have a paying job last week?

Freq	(%)			
598	(75)	1.	Yes	
202	(25)	2.	No	
1		8.	DK	(IF DK, GO TO Q29 ON PAGE 46)
0		9.	RA	(IF RA, GO TO Q29 ON PAGE 46)

Q11a. (IF YES) Were you working full-time or part-time?

485	(81)	1.	Full-time (IF FULL-TIME, GO TO Q12)
112	(19)	2.	Part-time (IF PART-TIME, GO TO Q12)
0		8.	DK (IF DK, GO TO Q12)
1		9.	RA (IF RA, GO TO Q12)
203		.	NA

Q11b. (IF NO) Do you consider yourself retired, unemployed, a student, or a homemaker?

	YES 1	NO 2	DK 8	RA 9	NA .	
b-1. Retired	124 (63)	71 (37)	5	3	599	Freq (%)
b-2. Unemployed	11 (6)	184 (94)	5	3	599	
b-3. A student	18 (9)	177 (91)	5	3	599	
b-4. A homemaker	46 (24)	149 (76)	5	3	599	

(IF NOT WORKING FULL-TIME OR PART-TIME, GO TO Q29 ON PAGE 46)

Q12. Is your normal workplace at home?

Freq	(%)			
38	(6)	1.	Yes	
559	(94)	2.	No	(IF NO, GO TO Q13)
1		8.	DK	(IF DK, GO TO Q13)
0		9.	RA	(IF RA, GO TO Q13)
203		.	NA	

Q12a. (IF YES) Why do you work at home?

(SEE APPENDIX A, PAGE A-8)

Q12b. (IF YES) Do you use any of the following equipment when you work at home? (READ LIST)

		YES 1	NO 2	DK 8	RA 9	NA .	
Q12b-1.	A fax machine, either in your computer or separate	19 (49)	19 (51)	0	0	763	Freq (%)
Q12b-2.	A computer (IF NO, GO TO Q12b-5)	28 (74)	10 (26)	0	0	763	
Q12b-3.	A modem	22 (80)	6 (20)	0	0	773	
Q12b-4.	ISDN or other high-speed data connection	7 (27)	20 (73)	1	0	773	
Q12b-5.	Anything else (SPECIFY)	9 (25)	27 (75)	1	0	763	

(IF NORMAL WORKPLACE IS AT HOME, Q12 = YES, GO TO Q29 ON PAGE 46)

Q13. In a typical week, how many days Monday through Friday do you travel to and from work?

(ANSWER CANNOT BE MORE THAN 5 DAYS)

(SEE APPENDIX B, PAGE B-3)

Q14. How do you normally get to work . . . do you drive alone, car pool or van pool, take the bus, walk, bike, or get there some other way?

Freq	(%)			
477	(85)	1.	Drive alone	
39	(7)	2.	Car/van pool	
15	(3)	3.	Take the bus	
17	(3)	4.	Walk	
0	(-)	5.	Bike	
11	(2)	6.	Other (SPECIFY)	
0		8.	DK	(IF DK, GO TO Q16)
1		9.	RA	(IF RA, GO TO Q16)
241		.	NA	

Q15. How many days Monday through Friday do you normally (ANSWER FROM Q14) to work?

(ANSWER CANNOT BE MORE THAN 5 DAYS)

(SEE APPENDIX B, PAGE B-4)

Q16. Now I'd like you to think about your trips to work in the past TWELVE MONTHS. What OTHER means of commuting TO work did you use . . . did you drive alone, car pool or van pool, take the bus, walk, bike, or get to work some other way? (EXCLUDE ANSWER FROM Q14)

Q16x-1. (FOR EACH YES) Approximately how many times did you (INSERT Q16 CATEGORY) TO work in the past twelve months?

		YES 1	NO 2	DK 8	RA 9	NA .		TIMES PAST 12 MONTHS
Q16a.	Drive alone	51 (62)	32 (38)	0	0	718	Freq (%)	Q16a-1. SEE APPENDIX B, PAGE B-4
Q16b.	Car or van pool	97 (19)	424 (81)	0	0	280		Q16b-1. SEE APPENDIX B, PAGE B-5
Q16c.	Take the bus	38 (7)	506 (93)	0	0	256		Q16c-1. SEE APPENDIX B, PAGE B-6
Q16d.	Walk	47 (9)	494 (91)	1	0	258		Q16d-1. SEE APPENDIX B, PAGE B-7
Q16e.	Bike	40 (7)	520 (93)	0	0	241		Q16e-1. SEE APPENDIX B, PAGE B-8
Q16f.	Other (SPECIFY)	16 (3)	533 (97)	0	0	253		Q16f-1. SEE APPENDIX B, PAGE B-8

Q17. Do you normally travel TO work between the hours of 6 am and 9 am?

Freq	(%)		
431	(78)	1.	Yes
125	(22)	2.	No
4		8.	DK
0		9.	RA
241		.	NA

Q18. How many miles do you usually travel ONE-WAY to get to your normal workplace?

(ROUND ANY DISTANCE BETWEEN ZERO AND ONE UP TO ONE)
(IF ZERO, GO TO Q23)

(SEE APPENDIX B, PAGE B-9)

Q18a. (IF ONE OR MORE, DK, OR RA) About how many MINUTES does it take you to get to your normal workplace each day?

(SEE APPENDIX B, PAGE B-10)

Q18b. (IF ONE OR MORE, DK, OR RA) About how often can you PREDICT that trip time you just gave me? Please answer using a percentage from one to one hundred percent.

(SEE APPENDIX B, PAGE B-11)

Q19. How satisfied are you with the TIME it takes you to travel TO work . . . very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

Freq	(%)		
352	(63)	1.	Very satisfied
155	(28)	2.	Somewhat satisfied
38	(7)	3.	Not very satisfied
12	(2)	4.	Not at all satisfied
3		8.	DK
0		9.	RA
241		.	NA

Q20. Do you normally travel HOME from work between the hours of 3 pm and 6 pm?

Freq	(%)		
433	(78)	1.	Yes
125	(22)	2.	No
2		8.	DK
0		9.	RA
241		.	NA

Q21a. (IF ONE OR MORE, DK, OR RA TO Q18) About how many MINUTES does it take you to get home from your normal workplace each day?

(SEE APPENDIX B, PAGE B-12)

Q21b. (IF ONE OR MORE, DK, OR RA TO Q18) About how often can you PREDICT that trip time you just gave me? Please answer using a percentage from one to one hundred percent.

(SEE APPENDIX B, PAGE B-13)

Q22. How satisfied are you with the TIME it takes you to travel HOME from work . . . very satisfied, somewhat satisfied, not very satisfied, or not at all satisfied?

305	(55)	1.	Very satisfied
179	(32)	2.	Somewhat satisfied
56	(10)	3.	Not very satisfied
17	(3)	4.	Not at all satisfied
3		8.	DK
0		9.	RA
241		.	NA

Q23. Do you work at home some days INSTEAD of commuting to your normal workplace?

Freq	(%)			
55	(10)	1.	Yes	
504	(90)	2.	No	(IF NO, GO TO Q24)
0		8.	DK	(IF DK, GO TO Q24)
0		9.	RA	(IF RA, GO TO Q24)
241		.	NA	

Q23a. (IF YES) On average, how many DAYS do you do this each week?

(IF ONE OR MORE, GO TO Q23b)
(INTERVIEWER: ONLY FULL DAYS SHOULD BE COUNTED--NO PARTIAL DAYS)

(SEE APPENDIX B, PAGE B-13)

Q23a-1. (IF LESS THAN ONE DAY EACH WEEK) On average, how many days do you do this each month?

(SEE APPENDIX B, PAGE B-14)

Q23b. (IF YES) Why do you work at home?

(SEE APPENDIX A, PAGE A-9)

Q23c. (IF YES) Do you use any of the following equipment when you work at home? (READ LIST)

		YES 1	NO 2	DK 8	RA 9	NA .	
Q23c-1.	A fax machine, either in your computer or separate	21 (38)	34 (62)	0	0	746	Freq (%)
Q23c-2.	A computer (IF NO, GO TO Q23c-5)	49 (88)	7 (12)	0	0	746	
Q23c-3.	A modem	41 (85)	7 (15)	0	0	752	
	Q23c-3a. (IF YES) Does it connect you directly to your workplace?	20 (48)	22 (52)	0	0	760	
Q23c-4.	ISDN or other high-speed data connection	5 (10)	42 (90)	2	0	752	
Q23c-5.	Anything else (SPECIFY)	18 (32)	38 (68)	0	0	746	

Q24. Do you work at a satellite location some days INSTEAD of commuting to your normal workplace?

Freq	(%)			
40	(7)	1.	Yes	
517	(93)	2.	No	(IF NO, GO TO Q25)
3		8.	DK	(IF DK, GO TO Q25)
0		9.	RA	(IF RA, GO TO Q25)
241		.	NA	

Q24a. (IF YES) On average, how many DAYS do you do this each week?

(ONE OR MORE, GO TO Q24b)
(INTERVIEWER: ONLY FULL DAYS SHOULD BE COUNTED--NO PARTIAL DAYS)

(SEE APPENDIX B, PAGE B-14)

Q24a-1. (IF LESS THAN ONE DAY EACH WEEK) On average, how many days do you do this each month?

(SEE APPENDIX B, PAGE B-14)

Q24b. (IF YES) Why do you work at a satellite location?

(SEE APPENDIX A, PAGE A-10)

(IF YES TO Q23 or Q24, GO TO Q26)

Q25. In the last FIVE YEARS, have you worked from home or a satellite work location at least one day a month, instead of commuting to your normal workplace?

Freq	(%)		
26	(6)	1.	Yes
442	(94)	2.	No
0		8.	DK
0		9.	RA
332		.	NA

Q25a. (IF YES) Why are you NO LONGER working from home or at a satellite work location . . . is it because of your family situation, lack of equipment, employer resistance, your personal choice, or for some other reason?

		YES 1	NO 2	DK 8	RA 9	NA .	
Q25a-1.	Family situation	1 (4)	25 (96)	0	0	775	Freq (%)
Q25a-2.	Lack of equipment	1 (4)	25 (96)	0	0	775	
Q25a-3.	Employer resistance	1 (4)	25 (96)	0	0	775	
Q25a-4.	Personal choice	8 (29)	19 (71)	0	0	775	
Q25a-5.	Other reason (SPECIFY)	17 (63)	10 (37)	0	0	775	

The next questions are about how you get to work at different times of the year.

Q26. During COLD WEATHER MONTHS, from October through March, how many days each week do you (READ LIST)

Q26a.	Bicycle to work	(SEE APPENDIX B, PAGE B-15)
Q26b.	Walk, run, or skate to work	(SEE APPENDIX B, PAGE B-15)
Q26c.	Telecommute from home or a satellite location	(SEE APPENDIX B, PAGE B-15)
Q26d.	Carpool or vanpool to work	(SEE APPENDIX B, PAGE B-16)
Q26e.	Ride the bus to work	(SEE APPENDIX B, PAGE B-16)
Q26f.	Ride a motorcycle to work	(SEE APPENDIX B, PAGE B-16)
Q26g.	Drive alone to work	(SEE APPENDIX B, PAGE B-17)
Q26h.	Get to work some other way (SPECIFY)	(SEE APPENDIX B, PAGE B-17)

Q27. Is there any difference in how you get to work during WARM WEATHER MONTHS, from April through September?

Freq	(%)			
48	(9)	1.	Yes	
512	(91)	2.	No	(IF NO, GO TO Q28)
0		8.	DK	
0		9.	RA	
241		.	NA	

Q27a. (IF YES, DK, OR RA) During WARM WEATHER MONTHS, from April through September, how many days each week do you (READ LIST)

Q27a-1. Bicycle to work (SEE APPENDIX B, PAGE B-18)

Q27a-2. Walk, run, or skate to work (SEE APPENDIX B, PAGE B-18)

Q27a-3. Telecommute from home or a satellite location (SEE APPENDIX B, PAGE B-18)

Q27a-4. Carpool or vanpool to work (SEE APPENDIX B, PAGE B-19)

Q27a-5. Ride the bus to work (SEE APPENDIX B, PAGE B-19)

Q27a-6. Ride a motorcycle to work (SEE APPENDIX B, PAGE B-19)

Q27a-7. Drive alone to work (SEE APPENDIX B, PAGE B-20)

Q27a-8. Get to work some other way (SPECIFY) (SEE APPENDIX B, PAGE B-20)

Q28. Do you live close enough to your workplace that you would consider commuting to work by bicycle even a few days a year?

Freq	(%)			
99	(18)	1.	Yes	
21	(4)	2.	Already bike to work (VOLUNTEERED)	
440	(79)	3.	No	(IF NO, GO TO Q29)
0		8.	DK	(IF DK, GO TO Q29)
0		9.	RA	(IF RA, GO TO Q29)
241		.	NA	

Q28a. (IF YES OR ALREADY BIKE TO WORK) Now, I'd like to ask you about different facilities and how they might increase the likelihood you would commute to work by bicycle. Would (READ LIST) be very important, somewhat important, not very important, or not at all important in increasing the likelihood you would commute to work by bicycle?

		VERY IMP 1	S/W IMP 2	NOT VERY IMP 3	NOT AT ALL IMP 4	DK 8	RA 9	NA .	
Q28a-1.	Secure bike storage at work	56 (47)	30 (25)	14 (12)	18 (15)	1	0	681	Freq (%)
Q28a-2.	Showers and lockers at work	27 (23)	30 (25)	19 (16)	43 (36)	0	0	681	
Q28a-3.	Bike lanes on roadways	67 (56)	28 (23)	7 (6)	18 (15)	0	0	681	
Q28a-4.	Separate bike paths	52 (44)	34 (29)	13 (12)	18 (15)	2	0	681	
Q28a-5.	More "Share the road" signs	35 (30)	29 (25)	25 (22)	27 (23)	3	0	681	
Q28a-6.	Bike racks on buses	12 (10)	22 (19)	26 (22)	56 (48)	2	2	681	
Q28a-7.	More information on how to commute by bicycle	26 (22)	22 (18)	31 (26)	41 (34)	0	0	681	
Q28a-8.	Snow and ice removal from trails in the winter	43 (36)	16 (13)	14 (12)	46 (38)	0	0	681	

Q29. Do you ever ride a bicycle from home or from work to a specific destination such as a grocery store, library, or restaurant INSTEAD of driving to that destination?

Freq	(%)			
213	(27)	1.	Yes	
587	(73)	2.	No	(IF NO, GO TO Q29f)
0		8.	DK	(IF DK, GO TO Q29f)
1		9.	RA	(IF RA, GO TO Q29f)

Q29a. (IF YES) How often do you ride a bike to a destination INSTEAD of driving? (DO NOT READ LIST)

16	(8)	1.	4 or more times a week
52	(25)	2.	2 to 3 times a week
50	(23)	3.	Once a week
47	(22)	4.	2 to 3 times a month
45	(21)	5.	Once a month or less
3	(2)	6.	Other (SPECIFY)
1		8.	DK
0		9.	RA
588		.	NA

Q29b. (IF YES) How far do you typically ride a bike ONE-WAY to your destination . . . less than one mile, one to two miles, two to five miles, five to ten miles, or more than 10 miles?

49	(23)	1.	Less than one mile
64	(30)	2.	1 to 2 miles
82	(38)	3.	2 to 5 miles
16	(7)	4.	5 to 10 miles
2	(1)	5.	More than 10 miles
1		8.	DK
0		9.	RA
588		.	NA

Q29c. (IF YES) Now I'm going to ask you about riding a bicycle in different situations. For each situation I'd like you to tell me if you feel very comfortable, comfortable, neither comfortable nor uncomfortable, uncomfortable, or very uncomfortable. How comfortable do you feel riding a bike (READ LIST)?

		VERY COMF 1	COMF 2	NEITHER 3	UNCOM 4	VERY UNCOM 5	DK 8	RA 9	NA .	
Q29c-1.	In marked lanes on roadways	48	90	8	55	9	3	1	588	Freq
		(23)	(43)	(4)	(26)	(4)				(%)
Q29c-2.	On multi-use paved paths separated from roads	134	61	4	8	3	3	2	588	
		(64)	(29)	(2)	(4)	(1)				
Q29c-3.	On road shoulders	14	69	13	89	27	1	0	588	
		(7)	(33)	(6)	(42)	(13)				
Q29c-4.	On roads with "bike trail" or "share the road" signs, but no bike lane designation	20	81	20	72	14	6	0	588	
		(10)	(39)	(10)	(35)	(7)				
Q29c-5.	On sidewalks	40	93	12	46	7	14	0	588	
		(20)	(47)	(6)	(23)	(3)				

Q29d. (IF YES) Now, I'd like to ask you about different conditions and how they might increase the likelihood you would bike to a destination OR bike to a destination more often. Would (READ LIST) be very important, somewhat important, not very important, or not at all important in increasing the likelihood you would bike to a destination OR bike to a destination more often?

		VERY IMP 1	SOME-WHAT IMP 2	NOT VERY IMP 3	NOT AT ALL IMP 4	DK 8	RA 9	NA .	
Q29d-1.	More or better bike trails	115 (56)	51 (25)	27 (13)	14 (7)	3	3	588	Freq (%)
Q29d-2.	Slower traffic	56 (27)	65 (31)	43 (21)	42 (20)	3	3	588	
Q29d-3.	Safer bike crossings	99 (48)	67 (33)	24 (12)	14 (7)	7	2	588	
Q29d-4.	Better snow and ice removal on trails	65 (33)	38 (19)	37 (19)	57 (29)	9	6	588	

Q29e. (IF YES) Is there anything else that might increase the likelihood you would bike to a destination or bike to a destination more often?

Freq	(%)			
65	(30)	1.	Yes	(SPECIFY)
149	(70)	2.	No	
0		8.	DK	
0		9.	RA	
588		.	NA	

(IF YES TO Q29, GO TO Q30)

Q29f. (IF NO, DK, OR RA to Q29) Would you CONSIDER bicycling to a specific destination INSTEAD of driving, even a few times a year?

Freq	(%)			
171	(29)	1.	Yes	
414	(71)	2.	No	(IF NO, GO TO Q30)
1		8.	DK	(IF DK, GO TO Q30)
1		9.	RA	(IF RA, GO TO Q30)
213		.	NA	

Q29f-1. (IF YES) Now, I'd like to ask you about different conditions and how they might increase the likelihood you would bike to a destination. Would (READ LIST) be very important, somewhat important, not very important, or not at all important in increasing the likelihood you would bike to a destination?

		VERY IMP 1	SOME-WHAT IMP 2	NOT VERY IMP 3	NOT AT ALL IMP 4	DK 8	RA 9	NA .	
Q29f-1a.	More or better bike trails	87 (51)	37 (22)	16 (9)	31 (18)	1	0	630	Freq (%)
Q29f-1b.	Slower traffic	39 (23)	50 (30)	37 (22)	43 (25)	2	0	630	
Q29f-1c.	Safer bike crossings	81 (48)	47 (28)	21 (12)	19 (11)	3	0	630	
Q29f-1d.	Better snow and ice removal on trails	72 (45)	26 (16)	18 (11)	45 (28)	6	5	630	

Q29f-2. (IF YES) Is there anything else that might increase the likelihood you would bike to a destination?

43	(25)	1.	Yes	(SPECIFY)
127	(75)	2.	No	
1		8.	DK	
0		9.	RA	
630		.	NA	

Q30. Do you ever walk from home or from work to a specific destination such as a grocery store, library, or restaurant INSTEAD of driving to that destination?

Freq	(%)			
329	(41)	1.	Yes	
472	(59)	2.	No	(IF NO, GO TO Q30e)
0		8.	DK	(IF DK, GO TO Q30e)
0		9.	RA	(IF RA, GO TO Q30e)

Q30a. (IF YES) How often do you walk to a destination INSTEAD of driving? (DO NOT READ LIST)

41	(13)	1.	4 or more times a week
83	(25)	2.	2 to 3 times a week
67	(21)	3.	Once a week
54	(16)	4.	2 to 3 times a month
65	(20)	5.	Once a month or less
17	(5)	6.	Other (SPECIFY)
2		8.	DK
0		9.	RA
472		.	NA

Q30b. (IF YES) How far do you typically walk ONE-WAY to your destination . . . less than two blocks, 2 to 5 blocks, about one mile, one to two miles, or more than two miles?

18	(6)	1.	Less than 2 blocks
134	(41)	2.	2 to 5 blocks
106	(32)	3.	About 1 mile
48	(15)	4.	1 to 2 miles
22	(7)	5.	More than 2 miles
1		8.	DK
0		9.	RA
472		.	NA

Q30c. (IF YES) Now, I'd like to ask you about different conditions and how they might increase the likelihood you would walk to a destination OR walk to a destination more often. Would (READ LIST) be very important, somewhat important, not very important, or not at all important in increasing the likelihood you would walk to a destination OR walk to a destination more often?

		VERY IMP 1	SOME-WHAT IMP 2	NOT VERY IMP 3	NOT AT ALL IMP 4	DK 8	RA 9	NA .	
Q30c-1.	More or better sidewalks	127 (39)	64 (20)	53 (16)	81 (25)	3	1	472	Freq (%)
Q30c-2.	Slower traffic	61 (19)	86 (26)	75 (23)	105 (32)	3	0	472	
Q30c-3.	Safer crosswalks	127 (39)	84 (26)	39 (12)	75 (23)	5	0	472	
Q30c-4.	Better snow and ice removal on crosswalks	172 (53)	82 (25)	22 (7)	49 (15)	4	0	472	

Q30d. (IF YES) Is there anything else that might increase the likelihood you would walk to a destination or walk to a destination more often?

Freq	(%)			
64	(19)	1.	Yes	(SPECIFY)
265	(81)	2.	No	
1		8.	DK	
0		9.	RA	
472		.	NA	

(IF YES TO Q30, GO TO Q31)

Q30e. (IF NO, DK, OR RA to Q30) Would you CONSIDER walking to a specific destination INSTEAD of driving, even a few times a year?

Freq	(%)			
124	(26)	1.	Yes	
345	(74)	2.	No	(IF NO, GO TO Q31)
2		8.	DK	(IF DK, GO TO Q31)
1		9.	RA	(IF RA, GO TO Q31)
329		.	NA	

Q30e-1. (IF YES) Now, I'd like to ask you about different conditions and how they might increase the likelihood you would walk to a destination. Would (READ LIST) be very important, somewhat important, not very important, or not at all important in increasing the likelihood you would walk to a destination?

		VERY IMP 1	SOME-WHAT IMP 2	NOT VERY IMP 3	NOT AT ALL IMP 4	DK 8	RA 9	NA .	
Q30e-1a.	More or better sidewalks	41 (34)	35 (28)	26 (22)	20 (16)	1	1	677	Freq (%)
Q30e-1b.	Slower traffic	22 (18)	30 (24)	33 (27)	37 (31)	2	0	677	
Q30e-1c.	Safer crosswalks	54 (44)	34 (28)	18 (15)	16 (13)	1	0	677	
Q30e-1d.	Better snow and ice removal on crosswalks	71 (58)	26 (22)	14 (12)	10 (8)	0	1	677	

Q30e-2. (IF YES) Is there anything else that might increase the likelihood you would walk to a destination?

29	(23)	1.	Yes	(SPECIFY)
95	(77)	2.	No	
0		8.	DK	
0		9.	RA	
677		.	NA	

Q31. The next few questions are about drunk driving. According to current Minnesota law, it is a crime to drive if a person has a blood alcohol concentration of point one zero (.10) OR if a person shows visible signs of being unable to drive. In your opinion, should the law stay as it is with a blood alcohol concentration of point one zero (.10), or should the law be changed to point zero eight (.08)?

Freq	(%)		
353	(47)	1.	Law stay as it is
399	(53)	2.	Law should change
42		8.	DK
7		9.	RA

Q32. Do you believe that changing Minnesota's blood alcohol concentration law from point one zero (.10) to point zero eight (.08) would reduce the number of crashes?

313	(42)	1.	Yes
432	(58)	2.	No
51		8.	DK
6		9.	RA

DEMOGRAPHICS

Before ending this interview I have a few remaining background questions.

Q33. What county do you live in?

(SEE APPENDIX B, PAGE B-21)

Q34. What is your zip code?

(SEE APPENDIX B, PAGE B-23)

Q35. Do you live in a town or not?

549	(69)	1.	Yes, live in a town
251	(31)	2.	No, do not live in a town
1		8.	DK
0		9.	RA

Q36. Do you own or rent your residence?

Freq	(%)		
644	(81)	1.	Own
144	(18)	2.	Rent
10	(1)	3.	Other (SPECIFY)
1		8.	DK
2		9.	RA

Q37. Are you married, single, divorced, separated, or widowed?

522	(66)	1.	Married
163	(20)	2.	Single
68	(8)	3.	Divorced
3	(0)	4.	Separated
40	(5)	5.	Widowed
1		8.	DK
4		9.	RA

Q38. What year were you born?
(THE CONSTRUCTED VARIABLE 'AGEMD' IS SHOWN ON PAGE 18)

(SEE APPENDIX B, PAGE B-30)

Q39. What is the highest level of school you have completed? (DO NOT READ LIST. CLARIFY "HIGH SCHOOL" OR "COLLEGE")

Freq	(%)		
10	(1)	01.	Less than high school
33	(4)	02.	Some high school
213	(27)	03.	High school graduate
23	(3)	04.	Some technical school
46	(6)	05.	Technical school graduate
179	(22)	06.	Some college
191	(24)	07.	College graduate (Bachelor's degree, BA, BS)
101	(13)	08.	Post graduate or professional degree (Master's, Doctorate, MS, MA, PhD, Law degree, Medical degree)
0	(-)	09.	Other (SPECIFY)
3		88.	DK
2		99.	RA

Q40. What race do you consider yourself?
(DO NOT READ LIST UNLESS NEEDED)

743	(94)	1.	White/Caucasian
7	(1)	2.	Mexican/Hispanic
13	(2)	3.	Black/African American
9	(1)	4.	American Indian
6	(1)	5.	Asian/Oriental
4	(0)	6.	Mixed, no dominant racial identification
5	(1)	7.	Other (SPECIFY) _____
13		8.	DK
1		9.	RA

Q41. Do you have a current Minnesota driver's license or a license from another state?

Freq	(%)		
740	(92)	1.	Minnesota license
19	(2)	2.	License from another state
39	(5)	3.	No driver's license
2	(0)	4.	Other (SPECIFY) _____
0		8.	DK
1		9.	RA

Q42. How many people are living in your household now INCLUDING yourself?

(IF 01, LIVES ALONE, GO TO Q43)
(IF DK OR RA, GO TO Q43)

(SEE APPENDIX B, PAGE B-31)

Q42a. (IF MORE THAN ONE) How many of these are under 18?

(IF NONE, ENTER "0")

(SEE APPENDIX B, PAGE B-32)

Q43. Was your total household income in 1997 above or below $35,000?
(THE CONSTRUCTED VARIABLE 'INCOME' IS SHOWN ON PAGE 21)

Freq	(%)		
538	(75)	1.	Above
176	(25)	2.	Below
23		8.	DK (IF DK, GO TO END)
63		9.	RA (IF RA, GO TO END)

Q43a. (IF ABOVE) I am going to mention a number of income categories. When I come to the category which describes your total household income BEFORE taxes in 1997, please stop me.

67	(14)	1.	35 to 40,000
94	(19)	2.	40 to 50,000
87	(18)	3.	50 to 60,000
75	(16)	4.	60 to 70,000
39	(8)	5.	70 to 80,000
37	(8)	6.	80 to 90,000
88	(18)	7.	90,000 or more
8		8.	DK
45		9.	RA
263		.	NA

Q43b. (IF BELOW) I am going to mention a number of income categories. When I come to the category which describes your total household income BEFORE taxes in 1997, please stop me.

8	(5)	1.	Under 5,000
17	(10)	2.	5 to 10,000
23	(14)	3.	10 to 15,000
26	(16)	4.	15 to 20,000
33	(21)	5.	20 to 25,000
32	(20)	6.	25 to 30,000
21	(13)	7.	30 to 35,000
9		8.	DK
8		9.	RA
625		.	NA

Q44. This income figure you just gave me includes the income of everyone who was living in your household in 1997. Is that correct?

Freq	(%)		
690	(100)	1.	Yes
0	(-)	2.	No (IF NO, REPEAT QUESTION 43)
4		8.	DK
21		9.	RA
86		.	NA

Q45. How many persons in the household contributed earnings or income that was part of the total household income you gave me for 1997?

(SEE APPENDIX B, PAGE B-32)

(ASK ONLY IF UNSURE)

Q46. Are you male or female?

373	(46)	1.	Male
428	(54)	2.	Female
0		9.	RA

END. Thank you for answering all these questions. I really appreciate your time.

(IF A RESPONDENT ASKS FOR SURVEY RESULTS,
HAVE THEM CONTACT ROSSANA ARMSON AT 612-627-4282
DURING BUSINESS HOURS, 9 AM TO 5 PM.)

INTERVIEWER COMMENTS:

APPENDIX A

OPEN-ENDED VARIABLES

Group MRQ7A WHY OTHER DRIVERS MAKE YOU FEEL UNSAFE, GROUPED

Category label	Code	Count	Pct of Responses	Pct of Cases
Speeding/in a hurry	1	159	21.3	46.5
Drinking & driving	2	25	3.4	7.4
Careless/reckless	3	126	16.8	36.9
Tailgating	4	49	6.5	14.2
Road rage	5	13	1.7	3.8
Using cell phones	6	34	4.6	10.0
Not use turn signals	7	42	5.6	12.2
Cutting people off	8	37	4.9	10.7
Passing/lane changes	9	52	6.9	15.1
Merging behavior	10	24	3.2	7.1
Rude/inconsiderate	11	36	4.8	10.4
Age-young/old drivrs	12	23	3.1	6.8
Semis/trucks	13	14	1.9	4.2
Bad driving skills	14	36	4.8	10.4
Winter driving	15	18	2.4	5.3
Passing	16	19	2.6	5.6
Aggressiveness	17	10	1.3	2.9
Other	77	32	4.3	9.4
Total responses		750	100.0	218.9

458 missing cases; 343 valid cases

Q7A1 WHY OTHER DRIVERS MAKE YOU FEEL UNSAFE-1

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Speeding/in a hurry	1	93	11.6	27.2	27.2
Drinking & driving	2	16	1.9	4.5	31.7
Careless/reckless	3	88	11.0	25.7	57.4
Tailgating	4	23	2.9	6.8	64.2
Road rage	5	5	.6	1.4	65.6
Using cell phones	6	7	.8	2.0	67.5
Not use turn signals	7	11	1.4	3.3	70.8
Cutting people off	8	8	1.0	2.3	73.1
Passing/lane changes	9	11	1.4	3.2	76.3
Merging behavior	10	3	.4	.9	77.2
Rude/inconsiderate	11	12	1.6	3.6	80.8
Age-young/old drivrs	12	11	1.4	3.2	84.0
Semis/trucks	13	6	.7	1.7	85.6
Bad driving skills	14	24	3.0	6.9	92.6
Winter driving	15	6	.8	1.8	94.4
Passing	16	5	.6	1.4	95.8
Aggressiveness	17	4	.5	1.1	96.8
Other	77	11	1.4	3.2	100.0
	.	449	56.0	Missing	
DK	88	4	.5	Missing	
RA	99	5	.6	Missing	
	Total	801	100.0	100.0	

Valid cases 343 Missing cases 458

Q7A2 WHY OTHER DRIVERS MAKE YOU FEEL UNSAFE-2

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Speeding/in a hurry	1	48	6.0	19.5	19.5
Drinking & driving	2	4	.5	1.5	20.9
Careless/reckless	3	22	2.8	9.0	29.9
Tailgating	4	14	1.7	5.6	35.6
Road rage	5	6	.8	2.5	38.1
Using cell phones	6	22	2.8	9.0	47.1
Not use turn signals	7	24	3.0	9.8	56.9
Cutting people off	8	14	1.8	5.9	62.8
Passing/lane changes	9	25	3.1	10.0	72.8
Merging behavior	10	10	1.3	4.2	77.0
Rude/inconsiderate	11	11	1.4	4.6	81.6
Age-young/old drivrs	12	7	.9	2.9	84.5
Semis/trucks	13	3	.4	1.3	85.8
Bad driving skills	14	6	.7	2.3	88.1
Winter driving	15	8	1.0	3.3	91.4
Passing	16	6	.8	2.5	93.9
Aggressiveness	17	5	.6	2.1	96.0
Other	77	10	1.2	4.0	100.0
	.	554	69.1	Missing	
	Total	801	100.0	100.0	

Valid cases 247 Missing cases 554

Q7A3 WHY OTHER DRIVERS MAKE YOU FEEL UNSAFE-3

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Speeding/in a hurry	1	15	1.9	12.4	12.4
Drinking & driving	2	5	.6	4.3	16.7
Careless/reckless	3	11	1.4	9.4	26.2
Tailgating	4	10	1.3	8.6	34.8
Road rage	5	2	.3	1.7	36.5
Using cell phones	6	4	.5	3.4	39.9
Not use turn signals	7	3	.4	2.6	42.5
Cutting people off	8	11	1.4	9.4	51.9
Passing/lane changes	9	15	1.9	12.4	64.4
Merging behavior	10	6	.8	5.2	69.5
Rude/inconsiderate	11	10	1.2	8.2	77.7
Age-young/old drivrs	12	3	.4	2.6	80.3
Semis/trucks	13	2	.3	1.7	82.0
Bad driving skills	14	5	.6	4.3	86.3
Winter driving	15	2	.3	1.7	88.0
Passing	16	5	.6	4.3	92.3
Aggressiveness	17	1	.1	.9	93.1
Other	77	8	1.0	6.9	100.0
	.	680	84.9	Missing	
	Total	801	100.0	100.0	

Valid cases 121 Missing cases 680

Q7A4 WHY OTHER DRIVERS MAKE YOU FEEL UNSAFE-4

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Speeding/in a hurry	1	3	.4	10.2	10.2
Drinking & driving	2	1	.1	3.4	13.6
Careless/reckless	3	4	.5	11.9	25.4
Tailgating	4	1	.1	3.4	28.8
Not use turn signals	7	3	.4	10.2	39.0
Cutting people off	8	3	.4	10.2	49.2
Merging behavior	10	3	.4	10.2	59.3
Rude/inconsiderate	11	2	.3	6.8	66.1
Age-young/old drivrs	12	2	.3	6.8	72.9
Semis/trucks	13	3	.3	8.5	81.4
Bad driving skills	14	1	.1	3.4	84.7
Winter driving	15	1	.1	1.7	86.4
Passing	16	3	.4	10.2	96.6
Other	77	1	.1	3.4	100.0
	.	770	96.2	Missing	
	Total	801	100.0	100.0	

Valid cases 31 Missing cases 770

Q7A5 WHY OTHER DRIVERS MAKE YOU FEEL UNSAFE-5

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Careless/reckless	3	1	.1	11.8	11.8
Using cell phones	6	1	.1	11.8	23.5
Passing/lane changes	9	1	.1	11.8	35.3
Merging behavior	10	2	.2	17.6	52.9
Semis/trucks	13	1	.1	11.8	64.7
Winter driving	15	1	.1	11.8	76.5
Other	77	2	.3	23.5	100.0
	.	792	98.9	Missing	
	Total	801	100.0	100.0	

Valid cases 9 Missing cases 792

Group MRQ8A WHY DO HIGHWAYS MAKE YOU FEEL UNSAFE, GROUPED

Category label	Code	Count	Pct of Responses	Pct of Cases
Poor/no lighting	1	4	4.1	5.8
Potholes/poor roads	2	24	26.9	38.0
Interchngs/mrg ramps	3	12	13.5	19.0
Poor/no signs	4	6	7.0	9.9
Poor road/lane mrkgs	5	4	4.7	6.6
Congestion	6	9	9.9	14.0
Maintnce/wintr conds	7	6	6.4	9.1
Poor road design	8	8	9.4	13.2
Drivers	66	12	14.0	19.8
Other	77	4	4.1	5.8
Total responses		89	100.0	141.3

738 missing cases; 63 valid cases

Q8A1 WHY DO HIGHWAYS MAKE YOU FEEL UNSAFE-1

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Poor/no lighting	1	3	.4	5.0	5.0
Potholes/poor roads	2	14	1.7	22.3	27.3
Interchngs/mrg ramps	3	10	1.2	15.7	43.0
Poor/no signs	4	4	.5	5.8	48.8
Poor road/lane mrkgs	5	3	.4	5.0	53.7
Congestion	6	5	.6	8.3	62.0
Maintnce/wintr conds	7	4	.5	5.8	67.8
Poor road design	8	6	.8	9.9	77.7
Drivers	66	10	1.3	16.5	94.2
Other	77	4	.5	5.8	100.0
	.	737	92.0	Missing	
DK	88	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 63 Missing cases 738

Q8A2 WHY DO HIGHWAYS MAKE YOU FEEL UNSAFE-2

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Poor/no lighting	1	1	.1	2.0	2.0
Potholes/poor roads	2	10	1.2	38.0	40.0
Interchngs/mrg ramps	3	2	.3	8.0	48.0
Poor/no signs	4	3	.3	10.0	58.0
Poor road/lane mrkgs	5	1	.1	4.0	62.0
Congestion	6	4	.5	14.0	76.0
Maintnce/wintr conds	7	2	.3	8.0	84.0
Poor road design	8	2	.3	8.0	92.0
Drivers	66	2	.3	8.0	100.0
	.	775	96.8	Missing	
	Total	801	100.0	100.0	

Valid cases 26 Missing cases 775

Group MRQ9A WHY DISSAT AVAIL OF PUBLIC TRANSPORT, GROUPED

Category label	Code	Count	Pct of Responses	Pct of Cases
Not enough available	1	55	19.9	23.6
Service from suburbs	2	20	7.3	8.7
Not enuf routes/lines	3	27	9.9	11.8
Not come often enuf	4	21	7.5	8.9
Not in outstate area	5	11	4.1	4.9
Poor/slow service	6	10	3.6	4.2
Generally inconvient	7	10	3.7	4.5
No light rail system	8	17	6.0	7.1
None available	9	77	27.7	33.0
Takes too long	10	8	3.0	3.6
Other	77	20	7.3	8.7
Total responses		276	100.0	118.9

569 missing cases; 232 valid cases

Q9A1 WHY DISSATIS AVAIL OF PUBLIC TRANSPORT-1

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not enough available	1	53	6.6	22.7	22.7
Service from suburbs	2	15	1.9	6.5	29.2
Not enuf routes/line	3	23	2.8	9.8	39.0
Not come often enuf	4	15	1.9	6.5	45.4
Not in outstate area	5	9	1.1	3.8	49.2
Poor/slow service	6	9	1.1	3.8	53.0
Generally inconvient	7	7	.9	3.1	56.1
No light rail system	8	11	1.4	4.7	60.8
None available	9	77	9.6	33.0	93.8
Takes too long	10	4	.5	1.8	95.5
Other	77	10	1.3	4.5	100.0
	.	562	70.1	Missing	
DK	88	3	.4	Missing	
RA	99	4	.5	Missing	
	Total	801	100.0	100.0	

Valid cases 232 Missing cases 569

Q9A2 WHY DISSATIS AVAIL OF PUBLIC TRANSPORT-2

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Not enough available	1	2	.3	4.7	4.7
Service from suburbs	2	5	.6	11.8	16.5
Not enuf routes/line	3	5	.6	10.6	27.1
Not come often enuf	4	6	.7	12.9	40.0
Not in outstate area	5	3	.3	5.9	45.9
Poor/slow service	6	1	.1	2.4	48.2
Generally inconvient	7	3	.4	7.1	55.3
No light rail system	8	6	.7	12.9	68.2
Takes too long	10	4	.5	9.4	77.6
Other	77	10	1.2	22.4	100.0
	.	757	94.5	Missing	
	Total	801	100.0	100.0	

Valid cases 44 Missing cases 757

Group MRQ12A WHY WORK AT HOME, GROUPED

Category label	Code	Count	Pct of Responses	Pct of Cases
Avoid trip to work	1	3	6.5	8.5
Fewer distractions	3	1	1.1	1.4
Family situation	4	9	19.6	25.4
Home business/farm	5	20	41.3	53.5
Convenient/cheaper	6	6	13.0	16.9
Wk conducive to home	7	3	6.5	8.5
Other	77	6	12.0	15.5
Total responses		48	100.0	129.6

764 missing cases; 37 valid cases

Q12A1 WHY WORK AT HOME-1

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Avoid trip to work	1	2	.2	4.2	4.2
Family situation	4	3	.3	7.0	11.3
Home business/farm	5	19	2.3	50.7	62.0
Convenient/cheaper	6	5	.6	14.1	76.1
Wk conducive to home	7	3	.4	8.5	84.5
Other	77	6	.7	15.5	100.0
	.	763	95.3	Missing	
RA	99	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 37 Missing cases 764

Q12A2 WHY WORK AT HOME-2

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Avoid trip to work	1	2	.2	14.3	14.3
Fewer distractions	3	1	.1	4.8	19.0
Family situation	4	7	.8	61.9	81.0
Home business/farm	5	1	.1	9.5	90.5
Convenient/cheaper	6	1	.1	9.5	100.0
	.	790	98.6	Missing	
	Total	801	100.0	100.0	

Valid cases 11 Missing cases 790

Group MRQ23B WHY TELECOMMUTE, GROUPED

Category label	Code	Count	Pct of Responses	Pct of Cases
Avoid trip to work	1	3	4.8	5.9
Fewer distractions	3	9	14.5	17.6
Family situation	4	8	12.1	14.7
Home business/farm	5	14	21.8	26.5
Convenient/cheaper	6	4	5.6	6.9
Wk conducive to home	7	23	36.3	44.1
Other	77	3	4.8	5.9
Total responses		64	100.0	121.6

748 missing cases; 53 valid cases

Q23B1 WHY TELECOMMUTE-1

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Avoid trip to work	1	2	.3	3.9	3.9
Fewer distractions	3	5	.6	9.8	13.7
Family situation	4	5	.6	8.8	22.5
Home business/farm	5	14	1.7	26.5	49.0
Convenient/cheaper	6	3	.4	5.9	54.9
Wk conducive to home	7	21	2.6	39.2	94.1
Other	77	3	.4	5.9	100.0
	.	746	93.1	Missing	
DK	88	1	.1	Missing	
RA	99	2	.2	Missing	
	Total	801	100.0	100.0	

Valid cases 53 Missing cases 748

Q23B2 WHY TELECOMMUTE-2

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Avoid trip to work	1	1	.1	9.1	9.1
Fewer distractions	3	4	.5	36.4	45.5
Family situation	4	3	.4	27.3	72.7
Convenient/cheaper	6	1	.1	4.5	77.3
Wk conducive to home	7	3	.3	22.7	100.0
	.	790	98.6	Missing	
	Total	801	100.0	100.0	

Valid cases 11 Missing cases 790

Q24B WHY WORK AT SATELLITE LOCATION

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Convenient/cheaper	6	4	.5	10.7	10.7
Job requires offsite	8	31	3.8	78.7	89.3
Other	77	4	.5	10.7	100.0
	.	761	95.0	Missing	
RA	99	2	.2	Missing	
	Total	801	100.0	100.0	

Valid cases 39 Missing cases 762

APPENDIX B

NUMERIC VARIABLES

Q10 # OPERATING VEHICLES OWNED BY HOUSEHOLD

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	14	1.8	1.8	1.8
	1	144	18.0	18.0	19.9
	2	344	42.9	42.9	62.8
	3	170	21.3	21.3	84.1
	4	63	7.9	7.9	92.0
	5	37	4.7	4.7	96.6
	6	21	2.7	2.7	99.3
	7	1	.1	.1	99.4
	8	2	.3	.3	99.7
	10	2	.2	.2	99.9
	15	1	.1	.1	100.0
RA	99	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 800 Missing cases 1

Q13 # DAYS PER WEEK TRAVEL TO & FROM WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	5	.6	.8	.8
	2	16	2.0	2.9	3.7
	3	32	4.0	5.7	9.5
	4	46	5.8	8.2	17.7
	5	460	57.4	82.3	100.0
	.	241	30.1	Missing	
RA	9	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 559 Missing cases 242

Q15 # DAYS PER WEEK USE Q14 TO GET TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	7	.8	1.2	1.2
	2	22	2.7	3.9	5.1
	3	41	5.1	7.3	12.4
	4	60	7.4	10.6	23.1
	5	430	53.7	76.9	100.0
	.	242	30.2	Missing	
	Total	801	100.0	100.0	

Valid cases 559 Missing cases 242

Q16A1 # TIMES DRIVE ALONE TO WORK PAST 12 MOS

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	1	.1	2.0	2.0
	3	3	.4	6.1	8.1
	4	4	.5	8.1	16.2
	5	2	.2	3.0	19.2
	7	1	.1	2.0	21.2
	10	2	.2	3.0	24.2
	12	2	.3	4.0	28.3
	18	1	.1	2.0	30.3
	20	1	.1	2.0	32.3
	25	3	.3	5.1	37.4
	30	1	.1	2.0	39.4
	40	2	.3	4.0	43.4
	45	2	.2	3.0	46.5
	50	6	.7	11.1	57.6
	52	1	.1	2.0	59.6
	60	1	.1	1.0	60.6
	70	1	.1	2.0	62.6
	75	1	.1	2.0	64.6
	90	1	.1	1.0	65.7
	100	7	.9	14.1	79.8
	104	1	.1	2.0	81.8
	120	3	.4	6.1	87.9
	144	1	.1	1.0	88.9
	150	1	.1	2.0	90.9
	180	2	.2	3.0	93.9
	200	2	.3	4.0	98.0
	300	1	.1	2.0	100.0
	.	750	93.6	Missing	
	Total	801	100.0	100.0	

Valid cases 51 Missing cases 750

Q16B1 # TIMES CAR/VAN POOL TO WORK PAST 12 MOS

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	4	.5	4.3	4.3
	2	13	1.7	13.9	18.2
	3	3	.3	2.7	20.9
	4	4	.5	4.3	25.1
	5	8	1.0	8.0	33.2
	6	4	.5	4.3	37.4
	10	11	1.4	11.2	48.7
	12	7	.8	7.0	55.6
	15	7	.8	7.0	62.6
	20	9	1.2	9.6	72.2
	24	2	.3	2.1	74.3
	25	2	.2	1.6	75.9
	30	6	.7	5.9	81.8
	40	1	.1	.5	82.4
	50	3	.4	3.2	85.6
	52	1	.1	1.1	86.6
	60	1	.1	.5	87.2
	90	3	.3	2.7	89.8
	96	1	.1	.5	90.4
	100	2	.3	2.1	92.5
	110	1	.1	.5	93.0
	160	1	.1	1.1	94.1
	180	1	.1	1.1	95.2
	200	1	.1	1.1	96.3
	220	1	.1	1.1	97.3
	250	3	.3	2.7	100.0
	.	704	87.8	Missing	
DK	888	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 97 Missing cases 704

Q16C1 # TIMES TAKE THE BUS TO WORK PAST 12 MOS

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	5	.6	12.2	12.2
	2	4	.5	9.5	21.6
	3	4	.5	9.5	31.1
	4	4	.5	9.5	40.5
	10	1	.1	1.4	41.9
	15	1	.1	2.7	44.6
	17	1	.1	2.7	47.3
	20	3	.4	8.1	55.4
	25	1	.1	2.7	58.1
	30	3	.3	6.8	64.9
	40	2	.2	4.1	68.9
	48	1	.1	2.7	71.6
	50	3	.4	8.1	79.7
	60	2	.3	5.4	85.1
	90	1	.1	1.4	86.5
	150	1	.1	2.7	89.2
	180	2	.2	4.1	93.2
	200	3	.3	6.8	100.0
	.	763	95.2	Missing	
	Total	801	100.0	100.0	

Valid cases 38 Missing cases 763

Q16D1 # TIMES WALK TO WORK PAST 12 MOS

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	3	.4	6.7	6.7
	2	5	.6	11.2	18.0
	3	3	.4	6.7	24.7
	5	7	.8	14.6	39.3
	10	4	.5	7.9	47.2
	12	1	.1	2.2	49.4
	15	3	.3	5.6	55.1
	20	1	.1	2.2	57.3
	24	3	.4	6.7	64.0
	25	2	.3	4.5	68.5
	30	3	.4	6.7	75.3
	50	1	.1	1.1	76.4
	60	1	.1	2.2	78.7
	90	3	.3	5.6	84.3
	100	1	.1	2.2	86.5
	120	1	.1	2.2	88.8
	150	2	.3	4.5	93.3
	156	1	.1	1.1	94.4
	200	2	.2	3.4	97.8
	300	1	.1	2.2	100.0
	.	754	94.1	Missing	
DK	888	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 46 Missing cases 755

Q16E1 # TIMES BIKE TO WORK PAST 12 MOS

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	7	.9	18.2	18.2
	2	3	.3	6.5	24.7
	3	2	.2	3.9	28.6
	4	2	.2	3.9	32.5
	5	5	.6	13.0	45.5
	6	2	.3	5.2	50.6
	7	2	.3	5.2	55.8
	8	2	.2	3.9	59.7
	10	5	.6	13.0	72.7
	12	3	.3	6.5	79.2
	15	2	.2	3.9	83.1
	20	2	.3	5.2	88.3
	40	1	.1	2.6	90.9
	45	1	.1	1.3	92.2
	60	1	.1	2.6	94.8
	100	1	.1	1.3	96.1
	120	1	.1	2.6	98.7
	240	1	.1	1.3	100.0
	.	761	95.0	Missing	
	Total	801	100.0	100.0	

Valid cases 40 Missing cases 761

Q16F1 # TIMES OTHER METHOD TO WORK PAST 12 MOS

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	1	.1	3.3	3.3
	2	2	.2	10.0	13.3
	3	3	.4	20.0	33.3
	7	1	.1	3.3	36.7
	10	4	.5	23.3	60.0
	13	1	.1	6.7	66.7
	30	2	.3	13.3	80.0
	45	1	.1	6.7	86.7
	90	1	.1	3.3	90.0
	100	1	.1	3.3	93.3
	240	1	.1	3.3	96.7
	340	1	.1	3.3	100.0
	.	785	98.1	Missing	
	Total	801	100.0	100.0	

Valid cases 16 Missing cases 785

Q18 # OF MILES ONE-WAY TO NORMAL WORKPLACE

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	64	8.0	11.6	11.6
	2	43	5.4	7.9	19.5
	3	41	5.2	7.5	26.9
	4	30	3.7	5.3	32.3
	5	39	4.8	7.0	39.3
	6	14	1.8	2.6	41.9
	7	24	3.0	4.4	46.3
	8	19	2.4	3.5	49.8
	9	13	1.6	2.3	52.1
	10	29	3.6	5.2	57.3
	11	6	.7	1.0	58.4
	12	13	1.7	2.4	60.8
	13	6	.8	1.1	61.9
	14	9	1.2	1.7	63.6
	15	39	4.8	7.0	70.6
	16	5	.6	.8	71.5
	17	8	1.0	1.4	72.9
	18	7	.9	1.3	74.2
	19	2	.3	.4	74.6
	20	43	5.4	7.8	82.3
	21	3	.4	.6	82.9
	22	7	.9	1.3	84.2
	23	3	.4	.6	84.8
	24	1	.1	.2	84.9
	25	17	2.1	3.0	87.9
	26	3	.4	.6	88.5
	27	6	.7	1.0	89.5
	28	7	.9	1.3	90.8
	30	17	2.1	3.0	93.8
	32	3	.4	.6	94.4
	33	1	.1	.1	94.5
	34	4	.5	.7	95.2
	35	8	1.0	1.5	96.7
	36	1	.1	.1	96.8
	37	1	.1	.2	97.0
	40	1	.1	.2	97.2
	44	1	.1	.2	97.4
	45	3	.4	.6	97.9
	50	3	.4	.6	98.5
	52	1	.1	.2	98.7
	80	1	.1	.2	98.9
	81	2	.2	.3	99.2
	85	1	.1	.2	99.3
	88	2	.2	.3	99.6
	90	2	.2	.3	99.9
	100	1	.1	.1	100.0
	.	241	30.1	Missing	
DK	888	6	.8	Missing	
	Total	801	100.0	100.0	

Valid cases 554 Missing cases 247

Q18A # OF MINUTES GET TO NORMAL WORKPLACE

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	4	.5	.7	.7
	2	7	.8	1.2	1.9
	3	23	2.9	4.2	6.1
	4	3	.4	.6	6.6
	5	59	7.3	10.6	17.2
	6	7	.8	1.2	18.4
	7	22	2.8	4.0	22.5
	8	10	1.3	1.9	24.3
	9	1	.1	.1	24.4
	10	65	8.1	11.8	36.2
	11	1	.1	.2	36.4
	12	19	2.3	3.4	39.8
	13	5	.6	.9	40.7
	14	6	.8	1.1	41.9
	15	77	9.6	14.0	55.8
	17	5	.6	.8	56.6
	18	1	.1	.2	56.8
	20	62	7.8	11.2	68.1
	22	2	.3	.4	68.4
	23	3	.4	.6	69.0
	24	1	.1	.2	69.2
	25	41	5.2	7.5	76.7
	27	2	.3	.4	77.1
	28	1	.1	.2	77.2
	30	48	6.0	8.7	86.0
	35	18	2.3	3.3	89.2
	37	2	.2	.3	89.5
	40	13	1.6	2.3	91.9
	45	16	1.9	2.8	94.7
	50	6	.7	1.0	95.7
	55	1	.1	.2	95.9
	60	16	2.0	2.9	98.8
	70	1	.1	.2	99.0
	75	1	.1	.2	99.2
	80	1	.1	.2	99.3
	90	4	.5	.7	100.0
	.	241	30.1	Missing	
DK	888	7	.8	Missing	
	Total	801	100.0	100.0	

Valid cases 553 Missing cases 248

Q18B % OF TIME CAN PREDICT MINUTES TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	8	1	.1	.1	.1
	10	2	.2	.3	.4
	20	2	.3	.4	.8
	25	1	.1	.1	.8
	30	1	.1	.2	1.0
	35	1	.1	.2	1.2
	40	2	.2	.3	1.5
	50	22	2.8	4.0	5.5
	60	16	1.9	2.8	8.4
	65	1	.1	.2	8.5
	70	15	1.9	2.7	11.3
	75	34	4.2	6.1	17.4
	80	56	7.0	10.2	27.6
	85	41	5.2	7.5	35.1
	90	115	14.4	20.9	56.1
	92	1	.1	.1	56.2
	94	1	.1	.2	56.3
	95	72	9.0	13.1	69.4
	97	1	.1	.1	69.5
	98	20	2.5	3.6	73.1
	99	18	2.3	3.3	76.3
	100	130	16.3	23.7	100.0
	.	241	30.1	Missing	
DK	888	7	.9	Missing	
RA	999	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 551 Missing cases 250

Q21A # MINUTES GET HOME FROM NORMAL WORKPLACE

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	5	.6	.8	.8
	2	6	.7	1.0	1.9
	3	21	2.6	3.7	5.6
	4	2	.2	.3	5.9
	5	48	6.0	8.7	14.6
	6	6	.8	1.1	15.7
	7	25	3.1	4.5	20.2
	8	10	1.3	1.9	22.1
	9	3	.4	.6	22.6
	10	61	7.6	11.0	33.7
	12	12	1.6	2.2	35.9
	13	3	.3	.5	36.4
	14	5	.6	.9	37.3
	15	64	8.0	11.6	48.9
	17	3	.3	.5	49.4
	18	4	.5	.7	50.0
	20	70	8.8	12.7	62.8
	23	4	.5	.7	63.5
	25	43	5.4	7.8	71.3
	27	2	.2	.3	71.6
	30	55	6.9	9.9	81.5
	32	1	.1	.1	81.6
	35	14	1.7	2.5	84.1
	40	23	2.9	4.2	88.3
	43	1	.1	.2	88.5
	45	22	2.7	3.9	92.4
	50	12	1.6	2.2	94.7
	60	18	2.2	3.2	97.8
	65	1	.1	.2	98.0
	70	3	.3	.5	98.5
	75	1	.1	.2	98.7
	80	1	.1	.2	98.9
	88	2	.2	.3	99.2
	90	5	.6	.8	100.0
	.	241	30.1	Missing	
DK	888	6	.8	Missing	
	Total	801	100.0	100.0	

Valid cases 554 Missing cases 247

Q21B % OF TIME CAN PREDICT MINUTES GET HOME

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	25	1	.1	.2	.2
	30	3	.4	.6	.7
	40	2	.3	.4	1.1
	45	2	.3	.4	1.5
	50	41	5.1	7.4	8.9
	60	21	2.6	3.7	12.7
	65	2	.3	.4	13.0
	70	11	1.4	2.1	15.1
	75	38	4.8	6.9	22.0
	80	53	6.7	9.7	31.7
	85	39	4.9	7.1	38.8
	87	1	.1	.2	39.0
	90	112	14.0	20.2	59.2
	92	1	.1	.1	59.3
	94	1	.1	.2	59.5
	95	62	7.7	11.2	70.7
	97	2	.3	.4	71.0
	98	16	1.9	2.8	73.9
	99	9	1.2	1.7	75.5
	100	135	16.9	24.5	100.0
	.	241	30.1	Missing	
DK	888	6	.8	Missing	
RA	999	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 552 Missing cases 249

Q23A # OF DAYS PER WEEK WORK AT HOME

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less than one day	0	21	2.6	38.8	38.8
	1	17	2.1	31.1	69.9
	2	10	1.3	19.4	89.3
	3	4	.5	7.8	97.1
	4	1	.1	1.9	99.0
	5	1	.1	1.0	100.0
	.	746	93.1	Missing	
DK	8	2	.3	Missing	
	Total	801	100.0	100.0	

Valid cases 53 Missing cases 748

Q23A1 AVGE DAYS PER MONTH WORK AT HOME

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less than one day	0	2	.3	10.0	10.0
	1	2	.3	10.0	20.0
	2	11	1.4	52.5	72.5
	3	6	.7	27.5	100.0
	.	780	97.4	Missing	
	Total	801	100.0	100.0	

Valid cases 21 Missing cases 780

Q24A # DAYS/WEEK WORK AT SATELLITE LOCATION

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less than one day	0	14	1.7	35.1	35.1
	1	11	1.4	28.6	63.6
	2	5	.6	11.7	75.3
	3	3	.4	7.8	83.1
	4	2	.3	5.2	88.3
	5	5	.6	11.7	100.0
	.	761	95.0	Missing	
DK	8	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 40 Missing cases 761

Q24A1 AVGE DAYS/MONTH AT SATELLITE LOCATION

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Less than one day	0	4	.5	29.6	29.6
	1	3	.4	22.2	51.9
	2	3	.3	18.5	70.4
	3	1	.1	7.4	77.8
	5	3	.4	22.2	100.0
	.	787	98.3	Missing	
	Total	801	100.0	100.0	

Valid cases 14 Missing cases 787

Q26A OCT-MARCH:DAYS/WK BIKE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	556	69.4	99.4	99.4
	1	2	.2	.3	99.7
	3	1	.1	.2	99.9
Less than one day	7	1	.1	.1	100.0
	.	241	30.1	Missing	
DK	8	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 559 Missing cases 242

Q26B OCT-MARCH:DAYS/WK WALK/RUN/SKATE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	530	66.1	94.6	94.6
	1	5	.6	.9	95.6
	2	7	.8	1.2	96.8
	3	3	.4	.6	97.3
	4	1	.1	.2	97.5
	5	9	1.2	1.7	99.2
	6	1	.1	.2	99.4
Less than one day	7	4	.5	.6	100.0
	.	241	30.1	Missing	
	Total	801	100.0	100.0	

Valid cases 560 Missing cases 241

Q26C OCT-MARCH:DAYS/WK TELECOMMUTE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	537	67.0	95.9	95.9
	1	8	1.0	1.5	97.4
	3	1	.1	.2	97.6
	5	2	.2	.3	97.9
Less than one day	7	12	1.5	2.1	100.0
	.	241	30.1	Missing	
	Total	801	100.0	100.0	

Valid cases 560 Missing cases 241

Q26D OCT-MARCH:DAYS/WK CAR/VAN POOL TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	456	56.9	81.7	81.7
	1	18	2.3	3.2	85.0
	2	13	1.6	2.3	87.3
	3	6	.7	1.0	88.3
	4	8	1.0	1.4	89.7
	5	29	3.6	5.2	94.9
Less than one day	7	28	3.6	5.1	100.0
	.	241	30.1	Missing	
DK	8	2	.2	Missing	
	Total	801	100.0	100.0	

Valid cases 558 Missing cases 243

Q26E OCT-MARCH:DAYS/WK RIDE THE BUS TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	533	66.5	95.2	95.2
	1	4	.5	.6	95.8
	2	3	.4	.6	96.4
	3	5	.6	.8	97.2
	4	6	.8	1.1	98.3
	5	7	.8	1.2	99.5
Less than one day	7	3	.3	.5	100.0
	.	241	30.1	Missing	
	Total	801	100.0	100.0	

Valid cases 560 Missing cases 241

Q26F OCT-MARCH:DAYS/WK MOTORCYCLE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	558	69.6	99.6	99.6
	1	1	.1	.1	99.7
Less than one day	7	2	.2	.3	100.0
	.	241	30.1	Missing	
	Total	801	100.0	100.0	

Valid cases 560 Missing cases 241

Q26G OCT-MARCH:DAYS/WK DRIVE ALONE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	64	8.0	11.4	11.4
	1	21	2.6	3.7	15.1
	2	22	2.8	4.0	19.1
	3	36	4.5	6.5	25.6
	4	40	5.0	7.2	32.8
	5	358	44.7	64.0	96.8
	6	2	.2	.3	97.1
Less than one day	7	16	2.0	2.9	100.0
	.	241	30.1	Missing	
DK	8	1	.1	Missing	
	Total	801	100.0	100.0	

Valid cases 559 Missing cases 242

Q26H OCT-MARCH:DAYS/WK SOME OTHER WAY TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	545	68.1	97.4	97.4
	1	4	.5	.6	98.1
	2	1	.1	.1	98.1
	4	4	.5	.6	98.8
	5	1	.1	.1	98.9
Less than one day	7	6	.8	1.1	100.0
	.	241	30.1	Missing	
	Total	801	100.0	100.0	

Valid cases 560 Missing cases 241

Q27A1 APR-SEPT:DAYS/WK BIKE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	32	4.0	66.7	66.7
	1	3	.3	5.4	72.0
	2	4	.5	7.5	79.6
	3	4	.5	7.5	87.1
	5	2	.2	3.2	90.3
Less than one day	7	5	.6	9.7	100.0
	.	753	94.0	Missing	
	Total	801	100.0	100.0	

Valid cases 48 Missing cases 753

Q27A2 APR-SEPT:DAYS/WK WALK/RUN/SKATE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	34	4.3	71.0	71.0
	1	3	.3	5.4	76.3
	3	4	.5	8.6	84.9
	5	3	.4	6.5	91.4
Less than one day	7	4	.5	8.6	100.0
	.	753	94.0	Missing	
	Total	801	100.0	100.0	

Valid cases 48 Missing cases 753

Q27A3 APR-SEPT:DAYS/WK TELECOMMUTE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	48	6.0	100.0	100.0
	.	753	94.0	Missing	
	Total	801	100.0	100.0	

Valid cases 48 Missing cases 753

Q27A4 APR-SEPT:DAYS/WK CAR/VAN POOL TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	42	5.3	88.2	88.2
	2	2	.2	3.2	91.4
	3	2	.3	4.3	95.7
	5	2	.3	4.3	100.0
	.	753	94.0	Missing	
	Total	801	100.0	100.0	

Valid cases 48 Missing cases 753

Q27A5 APR-SEPT:DAYS/WK RIDE THE BUS TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	44	5.5	91.4	91.4
	2	1	.1	2.2	93.5
	3	3	.3	5.4	98.9
	5	1	.1	1.1	100.0
	.	753	94.0	Missing	
	Total	801	100.0	100.0	

Valid cases 48 Missing cases 753

Q27A6 APR-SEPT:DAYS/WK MOTORCYCLE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	37	4.7	77.4	77.4
	1	5	.6	9.7	87.1
	2	2	.3	4.3	91.4
	3	2	.2	3.2	94.6
	4	1	.1	2.2	96.8
Less than one day	7	2	.2	3.2	100.0
	.	753	94.0	Missing	
	Total	801	100.0	100.0	

Valid cases 48 Missing cases 753

Q27A7 APR-SEPT:DAYS/WK DRIVE ALONE TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	13	1.7	28.0	28.0
	1	1	.1	2.2	30.1
	2	10	1.2	20.4	50.5
	3	6	.7	11.8	62.4
	4	5	.6	10.8	73.1
	5	11	1.4	23.7	96.8
	6	2	.2	3.2	100.0
	.	753	94.0	Missing	
	Total	801	100.0	100.0	

Valid cases 48 Missing cases 753

Q27A8 APR-SEPT:DAYS/WK SOME OTHER WAY TO WORK

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	48	6.0	100.0	100.0
	.	753	94.0	Missing	
	Total	801	100.0	100.0	

Valid cases 48 Missing cases 753

Q33 COUNTY OF RESIDENCE

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Aitkin	1	2	.3	.3	.3
Anoka	2	43	5.4	5.4	5.7
Becker	3	4	.5	.5	6.1
Beltrami	4	5	.6	.6	6.7
Benton	5	10	1.3	1.3	8.0
Blue Earth	7	5	.6	.6	8.6
Brown	8	7	.9	.9	9.5
Carlton	9	8	1.0	1.0	10.5
Carver	10	18	2.3	2.3	12.7
Cass	11	2	.3	.3	13.0
Chippewa	12	2	.2	.2	13.2
Chisago	13	5	.6	.6	13.8
Clay	14	7	.9	.9	14.7
Clearwater	15	1	.1	.1	14.9
Cook	16	1	.1	.1	15.0
Cottonwood	17	1	.1	.1	15.1
Crow Wing	18	7	.8	.8	15.9
Dakota	19	69	8.7	8.7	24.6
Dodge	20	3	.4	.4	25.0
Douglas	21	6	.7	.7	25.7
Faribault	22	5	.6	.6	26.2
Fillmore	23	1	.1	.1	26.3
Freeborn	24	4	.5	.5	26.8
Goodhue	25	5	.6	.6	27.5
Grant	26	1	.1	.1	27.5
Hennepin	27	149	18.6	18.6	46.1
Houston	28	5	.6	.6	46.7
Hubbard	29	5	.6	.6	47.3
Isanti	30	6	.7	.7	48.0
Itasca	31	10	1.2	1.2	49.2
Jackson	32	2	.3	.3	49.5
Kanabec	33	3	.4	.4	49.8
Kandiyohi	34	7	.8	.8	50.7
Koochiching	36	3	.3	.3	51.0
Lac Qui Parle	37	2	.2	.2	51.2
Lake	38	4	.5	.5	51.6
Lake of the Woods	39	1	.1	.1	51.7
Le Sueur	40	10	1.2	1.2	52.9
Lincoln	41	3	.4	.4	53.3
Lyon	42	4	.5	.5	53.8
McLeod	43	8	1.0	1.0	54.8
Meeker	47	5	.6	.6	55.3
Mille Lacs	48	3	.3	.3	55.7
Morrison	49	6	.7	.7	56.4
Mower	50	6	.7	.7	57.1
Murray	51	3	.4	.4	57.5
Nicollet	52	8	1.0	1.0	58.5
Nobles	53	4	.5	.5	59.0
Norman	54	2	.2	.2	59.2
Olmsted	55	19	2.3	2.3	61.5
Otter Tail	56	11	1.4	1.4	63.0
Pennington	57	4	.5	.5	63.5
Pine	58	3	.4	.4	63.9
Pipestone	59	2	.3	.3	64.1
Polk	60	1	.1	.1	64.3
Pope	61	3	.3	.3	64.6
Ramsey	62	100	12.5	12.5	77.1

Q33 COUNTY OF RESIDENCE (CONTINUED)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Red Lake	63	1	.1	.1	77.2
Redwood	64	3	.4	.4	77.6
Renville	65	2	.3	.3	77.8
Rice	66	5	.6	.6	78.5
Rock	67	3	.3	.3	78.8
Roseau	68	3	.4	.4	79.2
St Louis	69	38	4.8	4.8	84.0
Scott	70	12	1.6	1.6	85.5
Sherburne	71	11	1.4	1.4	86.9
Sibley	72	1	.1	.1	87.0
Stearns	73	16	1.9	1.9	88.9
Steele	74	3	.4	.4	89.3
Stevens	75	3	.3	.3	89.7
Swift	76	2	.2	.2	89.9
Todd	77	3	.3	.3	90.2
Wabasha	79	5	.6	.6	90.8
Wadena	80	2	.3	.3	91.0
Waseca	81	5	.6	.6	91.6
Washington	82	37	4.7	4.7	96.3
Watonwan	83	2	.3	.3	96.5
Winona	85	11	1.4	1.4	97.9
Wright	86	13	1.7	1.7	99.5
Yellow Medicine	87	4	.5	.5	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

Q34 ZIP CODE

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	55001	3	.4	.4	.4
	55003	2	.3	.3	.7
	55007	1	.1	.1	.8
	55008	3	.4	.4	1.2
	55009	2	.3	.3	1.4
	55011	3	.3	.3	1.8
	55013	2	.2	.2	2.0
	55014	1	.1	.1	2.1
	55016	2	.2	.2	2.3
	55020	1	.1	.1	2.4
	55021	3	.3	.3	2.7
	55024	5	.6	.7	3.4
	55025	3	.4	.4	3.8
	55027	1	.1	.1	3.9
	55033	10	1.3	1.3	5.2
	55037	1	.1	.1	5.3
	55038	2	.3	.3	5.6
	55040	1	.1	.1	5.7
	55041	2	.3	.3	6.0
	55042	3	.3	.3	6.3
	55043	2	.2	.2	6.5
	55044	2	.2	.2	6.7
	55045	1	.1	.1	6.8
	55046	1	.1	.1	7.0
	55049	1	.1	.1	7.1
	55051	1	.1	.1	7.2
	55052	1	.1	.1	7.4
	55055	1	.1	.1	7.4
	55056	2	.3	.3	7.7
	55057	1	.1	.1	7.8
	55060	2	.3	.3	8.1
	55063	1	.1	.1	8.2
	55066	1	.1	.1	8.3
	55068	3	.4	.4	8.7
	55069	2	.2	.2	8.9
	55071	4	.5	.5	9.4
	55075	3	.4	.4	9.8
	55076	3	.3	.3	10.1
	55079	2	.3	.3	10.4
	55082	9	1.2	1.2	11.5
	55092	1	.1	.1	11.7
	55101	1	.1	.1	11.8
	55102	1	.1	.1	11.9
	55103	3	.4	.4	12.3
	55104	7	.9	.9	13.2
	55105	8	1.0	1.0	14.3
	55106	6	.7	.7	15.0
	55107	2	.2	.2	15.2
	55108	3	.3	.3	15.5
	55109	7	.8	.8	16.4
	55110	14	1.7	1.8	18.1
	55112	13	1.7	1.7	19.8
	55113	6	.8	.8	20.6

Q34 ZIP CODE (CONTINUED)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	55114	2	.3	.3	20.9
	55116	4	.5	.5	21.4
	55117	10	1.3	1.3	22.7
	55118	11	1.4	1.4	24.1
	55119	6	.8	.8	24.9
	55120	2	.3	.3	25.1
	55121	1	.1	.1	25.2
	55122	3	.4	.4	25.6
	55123	4	.5	.5	26.0
	55124	10	1.3	1.3	27.3
	55125	3	.4	.4	27.7
	55126	4	.5	.5	28.2
	55127	4	.5	.5	28.7
	55128	1	.1	.1	28.8
	55129	1	.1	.1	28.8
	55177	1	.1	.1	29.0
	55226	1	.1	.1	29.1
	55302	2	.3	.3	29.4
	55303	8	1.0	1.0	30.3
	55304	6	.7	.7	31.1
	55305	2	.3	.3	31.3
	55306	4	.5	.5	31.8
	55309	3	.4	.4	32.2
	55311	4	.5	.5	32.6
	55313	4	.5	.5	33.1
	55316	5	.6	.6	33.7
	55317	2	.3	.3	33.9
	55318	4	.5	.5	34.4
	55319	1	.1	.1	34.6
	55322	1	.1	.1	34.7
	55324	3	.3	.3	35.0
	55327	1	.1	.1	35.2
	55328	1	.1	.1	35.3
	55329	2	.2	.2	35.5
	55330	6	.8	.8	36.3
	55331	1	.1	.1	36.3
	55332	1	.1	.1	36.5
	55335	1	.1	.1	36.5
	55336	2	.2	.2	36.7
	55337	8	1.0	1.0	37.8
	55339	2	.3	.3	38.0
	55340	1	.1	.1	38.2
	55343	2	.2	.2	38.4
	55344	1	.1	.1	38.4
	55345	4	.5	.5	38.9
	55346	4	.5	.5	39.4
	55349	1	.1	.1	39.5
	55350	3	.4	.4	39.9
	55352	1	.1	.1	39.9
	55353	1	.1	.1	40.1
	55354	1	.1	.1	40.2
	55355	1	.1	.1	40.3
	55356	1	.1	.1	40.4
	55358	1	.1	.1	40.5
	55359	1	.1	.1	40.6
	55362	1	.1	.1	40.8
	55363	1	.1	.1	40.9

Q34 ZIP CODE (CONTINUED)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	55364	3	.4	.4	41.3
	55368	2	.2	.2	41.5
	55369	3	.4	.4	41.9
	55370	1	.1	.1	42.0
	55371	1	.1	.1	42.1
	55372	4	.5	.5	42.6
	55376	2	.2	.2	42.8
	55378	2	.3	.3	43.1
	55379	3	.3	.3	43.4
	55381	1	.1	.1	43.5
	55387	6	.8	.8	44.3
	55391	4	.5	.5	44.7
	55397	1	.1	.1	44.9
	55398	1	.1	.1	45.0
	55403	2	.2	.2	45.2
	55404	5	.6	.6	45.8
	55405	2	.3	.3	46.1
	55406	6	.7	.7	46.8
	55407	4	.5	.5	47.3
	55408	4	.5	.5	47.7
	55409	2	.3	.3	48.0
	55410	3	.3	.3	48.3
	55411	2	.2	.2	48.5
	55412	2	.3	.3	48.8
	55413	1	.1	.1	48.9
	55414	5	.6	.6	49.5
	55416	4	.5	.5	50.0
	55417	4	.5	.5	50.4
	55418	7	.8	.8	51.3
	55419	4	.5	.5	51.8
	55420	1	.1	.1	51.9
	55421	4	.5	.5	52.3
	55422	2	.2	.2	52.5
	55423	5	.6	.6	53.1
	55424	3	.3	.3	53.4
	55425	2	.2	.2	53.6
	55426	3	.3	.3	53.9
	55427	2	.3	.3	54.2
	55428	8	1.0	1.0	55.2
	55429	4	.5	.5	55.6
	55430	1	.1	.1	55.8
	55431	2	.3	.3	56.0
	55432	8	1.0	1.0	57.0
	55433	4	.5	.5	57.5
	55434	3	.4	.4	57.9
	55435	6	.8	.8	58.6
	55436	1	.1	.1	58.8
	55437	3	.4	.4	59.2
	55438	1	.1	.1	59.3
	55439	1	.1	.1	59.4
	55441	3	.4	.4	59.8
	55442	3	.3	.3	60.1
	55443	3	.3	.3	60.5
	55447	4	.5	.5	60.9
	55448	5	.6	.7	61.6
	55541	1	.1	.1	61.7
	55564	1	.1	.1	61.8

Q34 ZIP CODE (CONTINUED)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	55604	1	.1	.1	61.9
	55614	2	.2	.2	62.1
	55616	2	.2	.2	62.3
	55703	2	.2	.2	62.5
	55706	2	.2	.2	62.7
	55709	1	.1	.1	62.8
	55718	2	.3	.3	63.1
	55719	4	.5	.5	63.5
	55720	4	.5	.5	64.1
	55721	3	.3	.3	64.4
	55731	1	.1	.1	64.4
	55733	2	.2	.2	64.6
	55734	2	.3	.3	64.9
	55741	1	.1	.1	65.0
	55742	1	.1	.1	65.1
	55744	5	.6	.7	65.8
	55746	3	.3	.3	66.1
	55760	1	.1	.1	66.1
	55761	1	.1	.1	66.2
	55769	1	.1	.1	66.3
	55771	1	.1	.1	66.5
	55772	1	.1	.1	66.5
	55787	1	.1	.1	66.7
	55792	2	.3	.3	66.9
	55795	1	.1	.1	67.1
	55802	1	.1	.1	67.2
	55803	5	.6	.6	67.8
	55804	2	.2	.2	68.0
	55805	3	.3	.3	68.3
	55806	1	.1	.1	68.4
	55807	2	.2	.2	68.6
	55808	2	.2	.2	68.8
	55810	1	.1	.1	68.9
	55811	4	.5	.5	69.4
	55812	1	.1	.1	69.5
	55901	6	.8	.8	70.3
	55902	4	.5	.5	70.8
	55904	3	.4	.4	71.2
	55906	3	.3	.3	71.5
	55909	1	.1	.1	71.6
	55910	1	.1	.1	71.7
	55912	4	.5	.5	72.1
	55921	2	.3	.3	72.4
	55923	1	.1	.1	72.5
	55924	1	.1	.1	72.7
	55934	1	.1	.1	72.8
	55936	1	.1	.1	72.9
	55944	1	.1	.1	73.1
	55947	3	.3	.3	73.4
	55949	1	.1	.1	73.5
	55951	1	.1	.1	73.5
	55972	2	.3	.3	73.8
	55973	1	.1	.1	73.9
	55976	1	.1	.1	74.0
	55977	1	.1	.1	74.1
	55981	1	.1	.1	74.2
	55987	8	1.0	1.0	75.2

Q34 ZIP CODE (CONTINUED)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	55991	1	.1	.1	75.3
	55992	2	.3	.3	75.6
	56001	3	.4	.4	76.0
	56002	2	.2	.2	76.2
	56003	1	.1	.1	76.3
	56007	3	.4	.4	76.7
	56011	3	.3	.3	77.0
	56013	2	.2	.2	77.2
	56014	1	.1	.1	77.4
	56016	1	.1	.1	77.5
	56028	1	.1	.1	77.6
	56037	1	.1	.1	77.8
	56041	2	.3	.3	78.0
	56050	1	.1	.1	78.1
	56055	1	.1	.1	78.3
	56057	1	.1	.1	78.4
	56058	3	.3	.3	78.7
	56062	1	.1	.1	78.9
	56065	1	.1	.1	78.9
	56071	3	.4	.4	79.3
	56073	3	.3	.3	79.6
	56082	7	.8	.8	80.5
	56085	2	.3	.3	80.8
	56087	1	.1	.1	80.8
	56093	4	.5	.5	81.3
	56097	1	.1	.1	81.5
	56098	1	.1	.1	81.6
	56110	1	.1	.1	81.7
	56131	2	.3	.3	82.0
	56142	2	.2	.2	82.2
	56143	1	.1	.1	82.3
	56156	3	.3	.3	82.6
	56161	1	.1	.1	82.8
	56164	3	.4	.4	83.2
	56167	1	.1	.1	83.2
	56168	1	.1	.1	83.4
	56169	2	.3	.3	83.6
	56175	1	.1	.1	83.7
	56178	1	.1	.1	83.8
	56183	1	.1	.1	83.8
	56187	2	.3	.3	84.1
	56201	4	.5	.5	84.5
	56208	1	.1	.1	84.7
	56214	1	.1	.1	84.8
	56215	1	.1	.1	84.9
	56220	1	.1	.1	84.9
	56224	1	.1	.1	85.1
	56232	1	.1	.1	85.1
	56235	1	.1	.1	85.2
	56241	2	.3	.3	85.5
	56256	1	.1	.1	85.6
	56258	1	.1	.1	85.6
	56260	1	.1	.1	85.8
	56264	1	.1	.1	85.8
	56265	1	.1	.1	85.9
	56267	1	.1	.1	86.0
	56277	1	.1	.1	86.2

Q34 ZIP CODE (CONTINUED)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	56288	2	.2	.2	86.4
	56289	2	.2	.2	86.6
	56297	1	.1	.1	86.7
	56301	1	.1	.1	86.8
	56303	8	1.0	1.0	87.7
	56304	2	.3	.3	88.0
	56308	4	.5	.5	88.5
	56312	1	.1	.1	88.6
	56320	2	.2	.2	88.8
	56327	3	.3	.3	89.2
	56329	3	.4	.4	89.6
	56334	1	.1	.1	89.7
	56336	1	.1	.1	89.8
	56338	2	.2	.2	90.0
	56340	1	.1	.1	90.1
	56345	3	.3	.3	90.4
	56346	1	.1	.1	90.5
	56347	2	.3	.3	90.7
	56350	1	.1	.1	90.8
	56353	1	.1	.1	90.9
	56359	1	.1	.1	91.0
	56360	1	.1	.1	91.1
	56364	1	.1	.1	91.2
	56367	2	.2	.2	91.4
	56368	1	.1	.1	91.5
	56374	1	.1	.1	91.6
	56375	1	.1	.1	91.7
	56377	1	.1	.1	91.8
	56378	1	.1	.1	91.9
	56379	4	.5	.5	92.4
	56382	1	.1	.1	92.4
	56401	4	.5	.5	92.9
	56447	2	.2	.2	93.1
	56449	1	.1	.1	93.2
	56455	1	.1	.1	93.3
	56461	1	.1	.1	93.5
	56464	1	.1	.1	93.5
	56467	1	.1	.1	93.6
	56470	2	.3	.3	93.9
	56472	1	.1	.1	94.0
	56474	1	.1	.1	94.1
	56482	2	.3	.3	94.3
	56484	2	.2	.2	94.5
	56501	2	.2	.2	94.7
	56515	1	.1	.1	94.8
	56534	1	.1	.1	95.0
	56535	1	.1	.1	95.1
	56536	1	.1	.1	95.2
	56537	3	.4	.4	95.6
	56544	2	.3	.3	95.9
	56548	1	.1	.1	96.0
	56549	1	.1	.1	96.1
	56551	1	.1	.1	96.2
	56560	6	.7	.7	96.9
	56567	2	.3	.3	97.2
	56573	1	.1	.1	97.3
	56579	1	.1	.1	97.5

Q34 ZIP CODE (CONTINUED)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	56584	1	.1	.1	97.5
	56587	1	.1	.1	97.7
	56590	1	.1	.1	97.7
	56601	1	.1	.1	97.8
	56616	1	.1	.1	97.9
	56623	1	.1	.1	98.0
	56628	1	.1	.1	98.1
	56649	1	.1	.1	98.2
	56652	1	.1	.1	98.4
	56653	2	.2	.2	98.6
	56671	2	.2	.2	98.8
	56678	1	.1	.1	98.9
	56701	3	.3	.3	99.2
	56721	1	.1	.1	99.3
	56726	1	.1	.1	99.5
	56748	1	.1	.1	99.5
	56750	2	.2	.2	99.7
	56759	1	.1	.1	99.9
	56763	1	.1	.1	100.0
DK	88888	5	.6	Missing	
RA	99999	2	.3	Missing	
	Total	801	100.0	100.0	

Valid cases 794 Missing cases 7

Q38 YEAR OF BIRTH

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1908	1	.1	.1	.1
	1909	1	.1	.1	.2
	1910	1	.1	.1	.3
	1912	3	.3	.3	.7
	1914	3	.4	.4	1.1
	1915	3	.3	.3	1.4
	1916	2	.2	.2	1.6
	1917	2	.2	.2	1.8
	1918	5	.6	.7	2.4
	1919	2	.2	.2	2.6
	1920	5	.6	.7	3.3
	1921	2	.2	.2	3.5
	1922	2	.3	.3	3.8
	1923	6	.7	.7	4.5
	1924	7	.8	.9	5.3
	1925	5	.6	.6	5.9
	1926	8	1.0	1.1	7.0
	1927	5	.6	.6	7.6
	1928	8	1.0	1.0	8.6
	1929	7	.9	.9	9.5
	1930	7	.9	.9	10.4
	1931	6	.8	.8	11.2
	1932	9	1.2	1.2	12.4
	1933	3	.4	.4	12.8
	1934	7	.9	.9	13.7
	1935	8	1.0	1.0	14.7
	1936	7	.8	.9	15.5
	1937	7	.9	.9	16.5
	1938	8	1.0	1.0	17.5
	1939	10	1.3	1.3	18.8
	1940	7	.9	.9	19.7
	1941	6	.7	.7	20.4
	1942	16	2.0	2.0	22.5
	1943	8	1.0	1.1	23.5
	1944	8	1.0	1.0	24.5
	1945	9	1.2	1.2	25.7
	1946	17	2.1	2.2	27.9
	1947	23	2.8	2.9	30.8
	1948	21	2.6	2.6	33.4
	1949	16	1.9	2.0	35.4
	1950	27	3.4	3.5	38.9
	1951	17	2.1	2.1	41.0
	1952	13	1.6	1.6	42.6
	1953	25	3.1	3.2	45.8
	1954	21	2.6	2.6	48.4
	1955	14	1.7	1.8	50.2
	1956	24	3.0	3.0	53.2
	1957	4	.5	.5	53.7
	1958	22	2.8	2.8	56.5
	1959	18	2.3	2.3	58.8
	1960	20	2.5	2.6	61.4
	1961	23	2.9	3.0	64.4
	1962	24	3.0	3.1	67.5

Q38 YEAR OF BIRTH (CONTINUED)

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1963	17	2.1	2.1	69.6
	1964	14	1.8	1.8	71.4
	1965	8	1.0	1.1	72.5
	1966	18	2.3	2.3	74.8
	1967	12	1.6	1.6	76.4
	1968	17	2.1	2.1	78.5
	1969	14	1.7	1.8	80.2
	1970	14	1.7	1.8	82.0
	1971	9	1.1	1.1	83.1
	1972	13	1.6	1.6	84.8
	1973	8	1.0	1.0	85.8
	1974	14	1.8	1.8	87.6
	1975	15	1.9	1.9	89.5
	1976	6	.8	.8	90.3
	1977	17	2.1	2.1	92.4
	1978	14	1.8	1.8	94.3
	1979	20	2.5	2.6	96.8
	1980	19	2.4	2.4	99.3
	1981	6	.7	.7	100.0
DK	8888	1	.1	Missing	
RA	9999	14	1.7	Missing	
	Total	801	100.0	100.0	

Valid cases 786 Missing cases 15

Q42 # OF PERSONS CURRENTLY RESIDING IN HH

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	77	9.6	9.6	9.6
	2	268	33.4	33.5	43.1
	3	148	18.5	18.5	61.6
	4	181	22.6	22.6	84.3
	5	80	10.0	10.0	94.3
	6	29	3.6	3.6	97.9
	7	14	1.7	1.7	99.7
	8	2	.2	.2	99.9
	9	1	.1	.1	100.0
RA	99	2	.3	Missing	
	Total	801	100.0	100.0	

Valid cases 799 Missing cases 2

Q42A # CURRENTLY IN HH UNDER AGE 18

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	0	358	44.7	49.6	49.6
	1	135	16.8	18.6	68.2
	2	153	19.1	21.2	89.5
	3	58	7.2	8.0	97.5
	4	12	1.6	1.7	99.2
	5	5	.6	.6	99.9
	7	1	.1	.1	100.0
	.	79	9.8	Missing	
	Total	801	100.0	100.0	

Valid cases 722 Missing cases 79

Q45 # PERSONS CONTRIBUTED TO 1997 HH INCOME

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	166	20.7	23.7	23.7
	2	448	56.0	64.1	87.8
	3	65	8.1	9.2	97.0
	4	11	1.4	1.6	98.6
	5	4	.5	.6	99.2
	6	6	.7	.8	100.0
	.	86	10.8	Missing	
DK	88	1	.1	Missing	
RA	99	13	1.7	Missing	
	Total	801	100.0	100.0	

Valid cases 700 Missing cases 101

APPENDIX C

DEFINITIONS OF CONSTRUCTED VARIABLES

Certain variables have been constructed for the convenience of the user, and to aid interpretations of the variables used in this survey to summarize multi-variable composites, such as the respondent's employment status or household size. In this Appendix, the variables are operationally defined, and the SPSS Windows statements are presented which were used to construct each variable. The distributions for these variables are presented in Chapter 2 of this report.

AGE Age of respondent in years (uncollapsed). This variable was constructed by subtracting the respondent's year of birth from 1999. Those who refused to give their year of birth were assigned a value of 99 and defined as missing.

```
COMPUTE AGE = 1999 - Q38.
IF (Q38 = 8888 OR Q38 = 9999) AGE = 99.
VARIABLE LABELS AGE 'AGE OF RESPONDENT'.
VALUE LABELS AGE 99 "DK/RA".
FORMAT AGE (F2.0).
```

AGEMD Age of respondent in years, collapsed into 6 midpoint categories. This variable recodes AGE so that 18 through 24 year olds are in group 1, 25 through 34 year olds are in group 2, 35 through 44 year olds are in group 3, 45 through 54 year olds are in group 4, 55 through 64 year olds are in group 5, and those 65 and older are in group 6. Those refusing to give their ages were assigned to category 99.

```
COMPUTE AGEMD=AGE.
RECODE AGEMD (LO THRU 24=1) (25 THRU 34=2) (35 THRU 44=3)
        (45 THRU 54=4) (55 THRU 64=5) (65 THRU 98=6) (99=99).
VARIABLE LABELS AGEMD 'AGE OF RESPONDENT, GROUPED'.
VALUE LABELS AGEMD 1 '18 - 24' 2 '25 - 34' 3 '35 - 44' 4 '45 - 54' 5 '55 - 64'
   6 '65 and older' 99 'DK/RA'.
MISSING VALUES AGEMD(99).
FORMAT AGEMD (F2.0).
```

RACE Respondent's self-reported racial or ethnic background. The original variable Q40 was recoded into White and Black, and the remaining individuals are combined into an 'other' category.

```
COMPUTE RACE = Q40.
RECODE RACE (1=1) (3=2) (2,4,5 THRU 7 = 3) (8,9 = 9).
VARIABLE LABELS RACE 'RACE OF RESPONDENT'.
VALUE LABELS RACE 1 'White' 2 'Black' 3 'Other' 9 "DK/RA".
FORMAT RACE (F1.0).
```

GENDER Gender of respondent. This variable is merely the Q46 variable set to a new name for the convenience of the datafile users.

```
COMPUTE GENDER = Q46.
VARIABLE LABELS GENDER 'RESPONDENT'S GENDER'.
VALUE LABELS GENDER 1 'Male' 2 'Female'.
FORMAT GENDER (F1.0).
```

EDUC Educational level of respondent. This variable is merely the Q39 variable set to a new name for the convenience of the data file users.

```
COMPUTE EDUC = Q39.
RECODE EDUC (88,99=99).
VARIABLE LABELS EDUC 'RESPONDENT'S LEVEL OF EDUCATION'.
VALUE LABELS EDUC  01 'Less than HS' 02 'Some HS' 03 'HS graduate'
        04 'Some tech school' 05 'Tech school grad' 06 'Some college'
        07 'College graduate' 08 'Postgrad/prof degree' 09 'Other' 99 'DK/RA'.
MISSING VALUES EDUC (99).
FORMAT EDUC (F2.0).
```

MARSTAT Marital status of respondent. This variable is merely the Q37 variable set to a new name for the convenience of the data file users.

```
COMPUTE MARSTAT = Q37.
RECODE MARSTAT (8,9=9).
VARIABLE LABELS MARSTAT 'MARITAL STATUS OF RESPONDENT'.
VALUE LABELS MARSTAT 1 'Married' 2 'Single' 3 'Divorced' 4 'Separated'
        5 'Widowed' 9 'DK/RA'.
MISSING VALUES MARSTAT (9).
FORMAT MARSTAT (F1.0).
```

WKSTATUS Respondent's employment status. This variable was constructed from the working variables Q11, Q11a, and Q11b1 through Q11b4 and is prioritized so that those respondents who have more than one status, for example, women who have a part time job and who are housewives, are assigned to the working category status as opposed to the housewife (or retiree, student...) category. Full-time workers are in WKSTATUS value 1; part-time workers are in WKSTATUS value 2; those who are unemployed are in WKSTATUS value 3; individuals who are students and retirees and do not have paying jobs are in WKSTATUS values 4 and 5, respectively. Individuals who are homemakers and who do have have paying jobs outside the home are in WKSTATUS value 6.

```
COMPUTE WKSTATUS = 9.
IF (Q11 = 1 AND Q11a <= 2) WKSTATUS = Q11a.
IF (Q11 <> 1 AND Q11b4 = 1) WKSTATUS = 6.
IF (Q11 <> 1 AND Q11b1 = 1) WKSTATUS = 5.
IF (Q11 <> 1 AND Q11b3 = 1) WKSTATUS = 4.
IF (Q11 <> 1 AND Q11b2 = 1) WKSTATUS = 3.
VARIABLE LABELS WKSTATUS 'WORK STATUS OF RESPONDENT'.
VALUE LABELS WKSTATUS 1 'Worked full time' 2 'Worked part time'
 3 'Unemployed' 4 'Student' 5 'Retired' 6 'Homemaker' 9 "DK/RA".
FORMAT WKSTATUS (F1.0).
```

HHCOMP This variable is constructed from the marital status of the respondent and the number of children reported living in the household. Respondents who were married, and had children living in the home were assigned a value of 1. Those who were married, and had no children living in the home were assigned a value of 2. Individuals who were divorced, separated, widowed, or single, and who had children in the home were assigned a value of 3. Singles without children were assigned a 4.

```
COMPUTE TEMPVAR = Q37.
COMPUTE TEMPVAR2 = Q42a.
RECODE TEMPVAR (3,4,5 = 2)/TEMPVAR2 (SYSMIS = 0).
IF ((TEMPVAR = 1) and (TEMPVAR2 = 0)) HHCOMP = 2.
IF ((TEMPVAR = 1) and ((TEMPVAR2 GE 1) and
  (TEMPVAR2 LT 88))) HHCOMP = 1.
IF ((TEMPVAR = 2) and (TEMPVAR2 = 0)) HHCOMP = 4.
IF ((TEMPVAR = 2) and ((TEMPVAR2 GE 1) and
  (TEMPVAR2 LT 88))) HHCOMP = 3.
IF (TEMPVAR GE 6) HHCOMP = 9.
IF (TEMPVAR2 GE 88) HHCOMP = 9.
VARIABLE LABELS HHCOMP 'HOUSEHOLD COMPOSITION'.
VALUE LABELS HHCOMP 1 'Married, kids' 2 'Married, no kids'
  3 'Single parent' 4 'Single, no kids' 9 "DK/RA".
FORMAT TEMPVAR HHCOMP (F2.0).
```

HHSIZE The total number of people reported to be living in the household. This variable is derived from Q42, and recoded so that the value 3 represents households with 3 or 4 persons living in the household, and value 4 represents those households in which more than 4 persons live.

```
COMPUTE HHSIZE = Q42.
RECODE HHSIZE (3,4 = 3) (5 THRU 87 = 4) (88,99 = 9).
VARIABLE LABELS HHSIZE 'HOUSEHOLD SIZE'.
VALUE LABELS HHSIZE 1 'One person' 2 'Two people' 3 '3 or 4 people'
 4 '5 or more people' 9 "DK/RA".
FORMAT HHSIZE (F2.0).
```

NADULTS The number of adult members living in the respondent's household, including him/her self. This variable was constructed by taking the total number of individuals living in the household (Q42), and subtracting the total number of children (18 or younger) reported to be living in the household (Q42a). Since this variable was used in the construction of the weighting variable, the few missing cases were assigned to the 1 category.

```
COMPUTE TEMPVAR = Q42a.
RECODE TEMPVAR (88,99, SYSMIS = 0).
COMPUTE NADULTS = Q42 - TEMPVAR.
IF (Q42 GE 88) NADULTS = 1.
VARIABLE LABELS NADULTS 'NUMBER OF ADULTS IN HOUSEHOLD'.
FORMAT NADULTS (F2.0).
```

NKIDS The number of household members who are under 18 years of age. This variable is merely the Q42a variable set to a new name for the convenience of the data file users.

```
COMPUTE NKIDS = Q42A.
RECODE NKIDS (SYSMISS = 0)(88,99 = 99).
VARIABLE LABELS NKIDS 'NUMBER OF CHILDREN IN HOUSEHOLD'.
VALUE LABELS NKIDS 99 'DK/RA'.
MISSING VALUE NKIDS(99).
FORMAT NKIDS (F2.0).
```

INCOME Reported household income level for 1997. This variable represents a composite of questions Q43 through Q43b. The categories of INCOME are those under Q43a and Q43b.

```
COMPUTE INCOME = 99.
COMPUTE TEMPVAR = Q43a.
RECODE TEMPVAR (1=8) (2=9) (3=10) (4=11) (5=12) (6=13) (7=14)
 (8=99) (9=99).
COMPUTE TEMPVAR2 = Q43b.
RECODE TEMPVAR2 (8=99) (9=99).
IF (Q43 = 1) INCOME = TEMPVAR.
IF (Q43 = 2) INCOME = TEMPVAR2.
RECODE INCOME (88,99, = 99).
VARIABLE LABELS INCOME 'HOUSEHOLD INCOME'.
VALUE LABELS INCOME 1 'Under $5,000' 2 '$5 to 10,000' 3 '$10 to 15,000'
 4 '$15 to 20,000' 5 '$20 to 25,000' 6 '$25 to 30,000' 7 '$30 to 35,000'
 8 '$35 to 40,000' 9 '$40 to 50,000' 10 '$50 to 60,000' 11 '$60 to 70,000'
 12 '$70 to 80,000' 13 '$80 to 90,000' 14 '$90,000 or more' 99 "DK/RA".
FORMAT INCOME (F2.0).
```

CITY City where the respondent lives. This is a recoded version of zip code, so it is only an approximation of actual city of residence.

```
COMPUTE CITY = 3.
IF (Q34 = 55401 or Q34 = 55402 or Q34 = 55403 or Q34 = 55404 or Q34 = 55405
 or Q34 = 55406 or Q34 = 55407 or Q34 = 55408 or Q34 = 55409 or Q34 = 55410
 or Q34 = 55411 or Q34 = 55412 or Q34 = 55413 or Q34 = 55414 or Q34 = 55415
 or Q34 = 55416 or Q34 = 55417 or Q34 = 55418 or Q34 = 55419 or Q34 = 55440
 or Q34 = 55454 or Q34 = 55455) CITY = 1.
IF (Q34 = 55101 or Q34 = 55102 or Q34 = 55103 or Q34 = 55104 or Q34 = 55105
 or Q34 = 55106 or Q34 = 55107 or Q34 = 55108 or Q34 = 55116 or Q34 = 55117
 or Q34 = 55119) CITY = 2.
IF (Q34 = 88888 or Q34 = 99999) CITY = 9.
VARIABLE LABELS CITY 'CITY WHERE RESPONDENT LIVES'.
VALUE LABELS CITY 1 'Minneapolis' 2 'St Paul' 3 'Other' 9 "DK/RA".
FORMAT CITY (F2.0).
```

COUNTY County in which the respondent reports living. COUNTY is an unrecoded duplicate of question Q33.

```
COMPUTE COUNTY = Q33.
RECODE COUNTY (88=99).
VARIABLE LABELS COUNTY 'COUNTY OF RESIDENCE'.
VALUE LABELS COUNTY 1 'Aitkin' 2 'Anoka' 3 'Becker' 4 'Beltrami' 5 'Benton'
        6 'Big Stone' 7 'Blue Earth' 8 'Brown' 9 'Carlton' 10 'Carver' 11 'Cass'
        12 'Chippewa' 13 'Chisago' 14 'Clay' 15 'Clearwater' 16 'Cook'
        17 'Cottonwood' 18 'Crow Wing' 19 'Dakota' 20 'Dodge' 21 'Douglas'
        22 'Faribault' 23 'Fillmore' 24 'Freeborn' 25 'Goodhue' 26 'Grant'
        27 'Hennepin' 28 'Houston' 29 'Hubbard' 30 'Isanti' 31 'Itasca'
        32 'Jackson' 33 'Kanabec' 34 'Kandiyohi' 35 'Kittson' 36 'Koochiching'
        37 'Lac Qui Parle' 38 'Lake' 39 'Lake of the Woods' 40 'Le Sueur'
        41 'Lincoln' 42 'Lyon' 43 'McLeod' 44 'Mahnomen' 45 'Marshall'
        46 'Martin' 47 'Meeker' 48 'Mille Lacs' 49 'Morrison' 50 'Mower'
        51 'Murray' 52 'Nicoller' 53 'Nobles' 54 'Norman' 55 'Olmsted'
        56 'Ottertail' 57 'Pennington' 58 'Pine' 59 'Pipestone' 60 'Polk' 61 'Pope'
        62 'Ramsey' 63 'Red Lake' 64 'Redwood' 65 'Renville' 66 'Rice'
        67 'Rock' 68 'Roseau' 69 'St Louis' 70 'Scott' 71 'Sherburne' 72 'Sibley'
        73 'Stearns' 74 'Steele' 75 'Stevens' 76 'Swift' 77 'Todd' 78 'Traverse'
        79 'Wabasha' 80 'Wadena' 81 'Waseca' 82 'Washington' 83 'Watonwan'
        84 'Wilkin' 85 'Winona' 86 'Wright' 87 'Yellow Medicine'.
FORMAT COUNTY (F2.0).
```

DDREGION MnDOT District in the State of Minnesota. The state is divided geographically into 13 areas. MnDOT Districts coincide with the state's planning regions with one exception: Chisago county is moved from District 7E to District 11, which represents the eight county metro area. The variable is constructed through recoding the variable COUNTY into the appropriate district. Non-responses to the county variable were assigned a missing code of 99.

```
COMPUTE DDREGION=COUNTY.
RECODE DDREGION (35,45,54,57,60,63,68=1) (4,15,29,39,44=2)
        (1,9,16,31,36,38,69,72=3) (3,14,21,26,56,61,75,78,84=4)
        (11,18,49,77,80=5) (34,43,47,65=6) (6,12,37,76,87=7)
        (30,33,48,58=8) (5,71,73,86=9) (17,32,41,42,51,53,59,64,67=10)
        (7,8,22,40,46,52,71,81,83=11) (20,23,24,25,28,50,55,66,74,79,85=12)
        (2,10,13,19,27,62,70,82=13).
VARIABLE LABELS DDREGION 'DEVELOPMENT DISTRICT REGION'.
VALUE LABELS DDREGION 1 'District 1' 2 'District 2' 3 'District 3' 4 'District 4'
        5 'District 5' 6 'District 6E' 7 'District 6W' 8 'District 7E'
        9 'District 7W' 10 'District 8' 11 'District 9' 12 'District 10'
        13 'District 11'.
FORMAT DDREGION (F2.0).
```

GEOREGN Geographic area of household. Recoded version of the variable DDREGION, so the state is broken up into six areas, as follows: Northwest (regions 1,2); Northeast (region 3); Central (regions 4 through 7W); Southwest (regions 8,9); Southeast (region 10); Metro (region 11).

```
COMPUTE GEOREGN=DDREGION.
RECODE GEOREGN (1,2=1) (3=2) (4 THRU 9=3) (10,11=4) (12=5) (13=6).
VARIABLE LABELS GEOREGN 'GEOGRAPHIC REGION OF MINNESOTA'.
VALUE LABELS GEOREGN 1 'Northwest' 2 'Northeast' 3 'Central' 4 'Southwest'
        5 'Southeast' 6 'Metro'.
FORMAT GEOREGN (F1.0).
```

METRO Respondent's area of residence is in the Twin Cities Metro Area or outside the metro area. Respondents living in DDREGION code (13), actually District #11, were assigned to value 2, Twin Cities area residents, while others were assigned to value 1.

```
COMPUTE METRO=DDREGION.
RECODE METRO (13=2) (99=9) (ELSE=1).
VARIABLE LABELS METRO 'GREATER MN OR TWIN CITIES AREA'.
VALUE LABELS METRO 1 'Greater Minnesota' 2 'Twin Cities area'.
FORMAT METRO (F1.0).
```

WGHT Case-weighting factor to adjust for household size bias in the final sample of completed interviews. This variable weights each respondent's representation in the sample according to the number of adult members living in the household, with the purpose being to downweight respondents living in one-adult households, and upweight those living in two or more person households. The weighting factor was derived by looking at a frequency distribution of NADULTS in UNWEIGHTED form, and making the following computation:

VALUE		FREQUENCY (n)		PRODUCT
1	x	n	=	n
2	x	n	=	nn
3	x	n	=	nnn
4	x	n	=	nnnn
5	x	n	=	nnnnn
6	x	n	=	nnnnnn
7	x	n	=	nnnnnnn
		SUM		nnnnnnnnn

Weighting factor = sampling size (801)/sum of NADULTS.

For the Statewide Transportation Tracking Study sample the weighting factor is approximately 0.5177763. Each respondent is assigned a case weight by multiplying his/her value of NADULTS by this weighting factor. This is accomplished in SPSS by the following statements:

```
COMPUTE WGHT=(NADULTS * 801/1547).
VARIABLE LABELS WGHT 'CASE-WEIGHTING FACTOR'.
WEIGHT BY WGHT.
FORMAT WGHT (F17.16).
```

APPENDIX D

ADMINISTRATIVE VARIABLES

INTDATE DATE INTERVIEW COMPLETED

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	220	12	1.6	1.6	1.6
	221	4	.5	.5	2.0
	222	15	1.9	1.9	3.9
	223	2	.3	.3	4.1
	224	3	.4	.4	4.5
	225	14	1.7	1.7	6.3
	227	10	1.2	1.2	7.5
	228	8	1.0	1.0	8.5
	301	13	1.6	1.6	10.1
	302	7	.9	.9	11.1
	303	10	1.3	1.3	12.3
	304	21	2.6	2.6	14.9
	306	11	1.4	1.4	16.4
	307	3	.4	.4	16.7
	308	8	1.0	1.0	17.7
	309	8	1.0	1.0	18.7
	310	4	.5	.5	19.2
	311	18	2.3	2.3	21.5
	313	6	.8	.8	22.2
	314	12	1.5	1.5	23.7
	315	12	1.5	1.5	25.2
	316	5	.6	.6	25.9
	318	3	.4	.4	26.2
	325	12	1.5	1.5	27.7
	329	5	.6	.6	28.3
	330	8	1.0	1.0	29.3
	331	9	1.2	1.2	30.4
	401	15	1.9	1.9	32.3
	403	5	.6	.6	32.9
	405	20	2.5	2.5	35.4
	406	8	1.0	1.0	36.5
	407	1	.1	.1	36.5
	408	34	4.3	4.3	40.8
	410	9	1.1	1.1	41.9
	411	30	3.7	3.7	45.6
	412	24	3.0	3.0	48.7
	413	8	1.0	1.0	49.6
	414	13	1.6	1.6	51.3
	415	25	3.1	3.1	54.4
	416	4	.5	.5	54.8
	417	12	1.5	1.5	56.3
	418	17	2.1	2.1	58.4
	419	50	6.3	6.3	64.7
	420	34	4.2	4.2	68.9
	421	33	4.1	4.1	73.0
	422	60	7.4	7.4	80.4
	423	1	.1	.1	80.5
	424	3	.4	.4	80.9
	425	28	3.5	3.5	84.4
	426	46	5.7	5.7	90.1
	427	20	2.5	2.5	92.6
	428	12	1.5	1.5	94.1
	429	47	5.9	5.9	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

INTID INTERVIEWER ID NUMBER

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	4	1	.1	.1	.1
	6	4	.5	.5	.6
	8	116	14.5	14.5	15.2
	9	1	.1	.1	15.3
	10	50	6.2	6.2	21.5
	13	32	4.0	4.0	25.5
	14	69	8.6	8.6	34.1
	16	69	8.6	8.6	42.7
	17	68	8.5	8.5	51.2
	19	2	.2	.2	51.4
	20	37	4.7	4.7	56.0
	24	7	.9	.9	56.9
	25	20	2.5	2.5	59.4
	27	26	3.2	3.2	62.6
	33	16	1.9	1.9	64.6
	34	31	3.9	3.9	68.5
	35	84	10.5	10.5	79.0
	38	31	3.8	3.8	82.8
	41	12	1.6	1.6	84.4
	42	10	1.2	1.2	85.6
	44	40	5.0	5.0	90.6
	46	19	2.3	2.3	93.0
	67	4	.5	.5	93.5
	70	15	1.9	1.9	95.3
	77	16	1.9	1.9	97.3
	79	10	1.2	1.2	98.5
	85	7	.9	.9	99.4
	93	5	.6	.6	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

NUMCONTS NUMBER OF CONTACTS TO COMPLETE INTERVIEW

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	1	276	34.5	34.5	34.5
	2	152	19.0	19.0	53.5
	3	130	16.2	16.2	69.7
	4	63	7.9	7.9	77.6
	5	48	6.0	6.0	83.6
	6	32	4.0	4.0	87.6
	7	22	2.8	2.8	90.4
	8	22	2.8	2.8	93.1
	9	14	1.7	1.7	94.9
	10	12	1.6	1.6	96.4
	11	5	.6	.6	97.0
	12	4	.5	.5	97.5
	13	5	.6	.6	98.2
	14	6	.7	.7	98.9
	15	2	.3	.3	99.2
	17	2	.2	.2	99.4
	18	3	.4	.4	99.7
	19	1	.1	.1	99.9
	20	1	.1	.1	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

MINUTES LENGTH OF INTERVIEW

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
	5	1	.1	.1	.1
	6	16	1.9	1.9	2.1
	7	38	4.7	4.7	6.8
	8	51	6.3	6.3	13.1
	9	87	10.9	10.9	24.0
	10	122	15.2	15.2	39.2
	11	92	11.5	11.5	50.7
	12	103	12.8	12.8	63.5
	13	81	10.1	10.1	73.6
	14	70	8.7	8.7	82.4
	15	51	6.3	6.3	88.7
	16	25	3.2	3.2	91.9
	17	21	2.7	2.7	94.5
	18	7	.9	.9	95.4
	19	7	.8	.8	96.3
	20	9	1.1	1.1	97.3
	21	4	.5	.5	97.9
	22	4	.5	.5	98.3
	23	7	.8	.8	99.2
	24	4	.5	.5	99.6
	26	1	.1	.1	99.7
	30	2	.2	.2	99.9
	48	1	.1	.1	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

REFCONV REFUSAL CONVERSION

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Yes	1	59	7.3	7.3	7.3
No	2	742	92.7	92.7	100.0
	Total	801	100.0	100.0	

Valid cases 801 Missing cases 0

MONITOR INTERVIEW MONITORED BY A SUPERVISOR

Value Label	Value	Frequency	Percent	Valid Percent	Cum Percent
Yes	1	161	20.1	21.9	21.9
No	2	574	71.6	78.1	100.0
	.	66	8.3	Missing	
	Total	801	100.0	100.0	

Valid cases 735 Missing cases 66

APPENDIX E

ADMINISTRATIVE FORMS

Appendix E contains brief explanations for the contact record disposition categories and copies of the administrative forms used in the 1999 Statewide Transportation Tracking Study. There were two primary administrative forms: (1) the introduction, and (2) the contact record with callback/refusal forms on the back. Contact records were used to record the actual date and time of each attempted contact with a household, the interviewer ID, and the final outcome (disposition) of each attempted contact.

Introduction

1999 STATEWIDE TRANSPORTATION TRACKING STUDY

A. Hello, my name is _____. I'm a student calling from the University of Minnesota.

B. We're doing a study about state issues such as transportation and employment.

C. I need to talk to the person in the household who is 18 or older and had the most RECENT birthday.

(IF RESPONDENT ASKS, SAY, "It's a method of randomly selecting people within the household.")

D. Your answers will be put with a lot of other people's, so you can't be identified in any way. If there are any questions you don't care to answer, we'll skip over them. Okay, let's begin.

(INTERVIEWERS: HOUSEHOLD MEANS WHATEVER THE RESPONDENT THINKS IT MEANS.)

ANSWERING MACHINE MESSAGE:

This is _____ calling from the University of Minnesota. We're doing a study about state issues such as transportation and employment. Your household was selected to participate in our study, and we'll be calling you back another day. Or, to make sure your opinion is counted, you may call us collect at (612) 627-4300. Thank you.

1999 STATEWIDE TRANSPORTATION TRACKING STUDY

VERIFICATION SCRIPT

A. Hello, my name is _____. I'm a student calling from the University of Minnesota.

B. A few (days/weeks) ago we called and interviewed someone in your household. I'm calling to verify that a member of your household was interviewed on (DATE) by a member of our staff. Could I please speak with that person?

IF KNOWN/NEEDED: The person we interviewed is a (MALE/FEMALE) born in (YEAR).

WHEN CORRECT PERSON IS ON THE PHONE:

C. I'm just calling to verify that you were interviewed on (DATE) by one of our interviewers. The survey was about state transportation issues, employment and commuting. Do you recall this interview?

D. **WHEN VERIFIED:** Thank you very much!

Callback time:

CONTACT RECORD (CATI SURVEY)
STATEWIDE TRANSPORTATION TRACKING STUDY

DATE: _____ _____

TIME: _____ _____

Completed	Completed
Partial	Partial
No answer/busy	No answer/busy
Ans Machine/left msg	Ans Machine/left msg
# disc/not working	# disc/not working
Not home phone	Not home phone
Phys/lang problem	Phys/lang problem
1st Refusal	1st Refusal
2nd Refusal	2nd Refusal
Callback	Callback
Other	Other

INTERVIEWER: _____ _____

CONTACTS: _____ _____

(CODER USE ONLY)

ID ___ ___ ___ ___

Do C ___ ___ ___ ___

Min ___ ___

I-ID ___ ___

Con ___ ___

Group ___

R Conv ___

C-ID ___ ___

DATE: _____ _____

TIME: _____ _____

Completed	Completed
Partial	Partial
No answer/busy	No answer/busy
Ans Machine/left msg	Ans Machine/left msg
# disc/not working	# disc/not working
Not home phone	Not home phone
Phys/lang problem	Phys/lang problem
1st Refusal	1st Refusal
2nd Refusal	2nd Refusal
Callback	Callback
Other	Other

INTERVIEWER: _____ _____

CONTACTS: _____ _____

REPAIR OPERATOR

(after 4 NAs or busy):

Dial 1-800-573-1311

Date: ___/___

I-ID ___ ___

Working	01
Not working	02
Business	03
Other (SPEC)	04

_____

_____

TIME START _____

SUPERVISOR: _____

TIME END _____

INTERVIEW IN MIN _____

EDITED: Y N BY: _____

INTERVIEWER ID# _____

CALLBACK FORM

	Date___/___	Date ___/___	Date___/___	Date___/___
Speak with resp in person?	Yes / No	Yes / No	Yes / No	Yes / No
Respondent is:	F / M / DK	F / M / DK	F / M / DK	F / M / DK
Respondent's name:	_____	_____	_____	_____
Who arranged callback?	Resp / Else	Resp / Else	Resp / Else	Resp / Else
Callback Time:	___:___	___:___	___:___	___:___
Date:	___/___	___/___	___/___	___/___
Was appointment:	Firm/Prob/?	Firm/Prob/?	Firm/Prob/?	Firm/Prob/?
Was resp open/cooperative?	Yes / No / DK	Yes / No / DK	Yes / No / DK	Yes / No / DK

Comments/Information: _____

_____

REFUSAL FORM

Respondent is: Female / Male

Was respondent person who refused? Yes / No

Person answering phone was: Female / Male

Did they seem very busy or inconvenienced? Yes / No / Uncertain

At what point was the interview terminated?_____

_____

_____

What reasons were given for refusal?_____

_____

_____

What arguments were employed by the interviewer?_____

_____

_____

Other comments or information:_____

_____

_____

CONTACT RECORD DISPOSITION CATEGORIES

There were 10 possible disposition categories for each call that was made. A brief definition for each of these disposition categories is presented below.

Disposition	Definition
Completed	All questions in the interview schedule had been asked.
Partial	The interview was started but not completed. In such a case, interviewers were instructed to schedule an appointment to finish the survey, and to fill out the callback form on the back of the contact record. If a respondent declined to complete the interview, the refusal form was completed.
No answer/busy	All attempts during a shift resulted in the phone ringing six times without being answered; or every attempt to contact the household during the shift had resulted in a busy signal. If no one in the household could be contacted on a minimum of 6 separate shifts, the telephone number was eliminated from the sample.
Answering machine/ left message	Each time a household answering machine was reached, the interviewer left a message stating the nature of the survey and that we would be calling back. The message also suggested that the household call us to ensure their opinion could be included in the survey.
Disconnected/not working	The number was not in operation.
Not home phone	The number was not a residential phone.
Physical/language problem	Respondent had been selected but could not complete the interview because of a physical or language impairment (e.g., illness, hearing impairment, developmental disability).

Disposition	Definition
Refusal and second refusal	Someone in the household declined to participate. The person who refused could have been any member of the household. Interviewers were instructed to complete the refusal form.
Callback	Contact had been made with someone in the household. Interviewers were instructed to suggest a more convenient time to call back and select the respondent, and were to fill out the appropriate information on the back of the callback record.
Other	Reserved for contingencies not covered by the other dispositions (e.g., no one over 18 living in the household).

STATEMENT OF PROFESSIONAL ETHICS

All interviewers working for the Minnesota Center for Survey Research (MCSR) are expected to understand that their professional activities are directed and regulated by the following statements of policy:

All research projects conducted at MCSR have received approval from the University's Committee on the Rights of Human Subjects. When study findings are made available, the utmost care is taken to ensure that no data are released that would permit any respondent to be identified.

Interviewers perform a professional function when they obtain information from individuals. Interviewers are expected to maintain professional ethical standards of confidentiality regarding what they hear in telephone interviews or see in a mail survey form. All information about respondents obtained during the course of research is privileged information; whether it relates to the interview itself or to the respondent's home, family, or activities. This information is confidential and should not be discussed with anyone who is not affiliated with the research project.

In addition, blank survey forms, survey questions, and other survey materials should not be distributed to or discussed with anyone who is not affiliated with the research project.

I hereby agree to abide by the policy statements above, and in signing this statement I testify that I, in fact, agree to abide by and understand the contents of this statement. I also understand that if I fail to abide by the policies presented above, my actions constitute grounds for dismissal.

_____

(Please print name here)

_____ Date_____

(Please sign name here)